

PART III.

URBAN RENEWAL.

Rep. and New. 1964, c. 15, s. 7.

Definitions.
Rep. and
New. 1964,
c. 15, s. 7.
"Urban
renewal
area."

"Urban
renewal
scheme."

23. In this Part,

- (a) "urban renewal area" means a blighted or substandard area of a municipality for which the government of the province in which the area is located has approved the implementation of an urban renewal scheme; and
- (b) "urban renewal scheme" means a scheme for the renewal of a blighted or substandard area of a municipality that includes
- (i) a plan designating the buildings and works in the area that are to be acquired and cleared by the municipality in connection with the scheme and for making available to persons dispossessed of housing accommodation by such acquisition or clearance, decent, safe and sanitary housing accommodation at rentals that, in the opinion of the Corporation, are fair and reasonable having regard to the incomes of the persons to be dispossessed,
 - (ii) a plan describing the proposed street pattern and land use for the area, and the program for the construction or improvement in the area of municipal services, schools, parks, playgrounds, community buildings and other public facilities,
 - (iii) a description of the methods planned for municipal direction and control of the use of land in the area, including zoning, building controls and standards of occupancy of buildings in the area;
 - (iv) a description of the methods planned for the improvement, rehabilitation or replacement of privately owned facilities, including housing accommodation, that will continue in the area, and the techniques planned for retarding such facilities from becoming substandard, and
 - (v) the estimated costs of the scheme and that will be developed in accordance or in harmony with an official community plan.

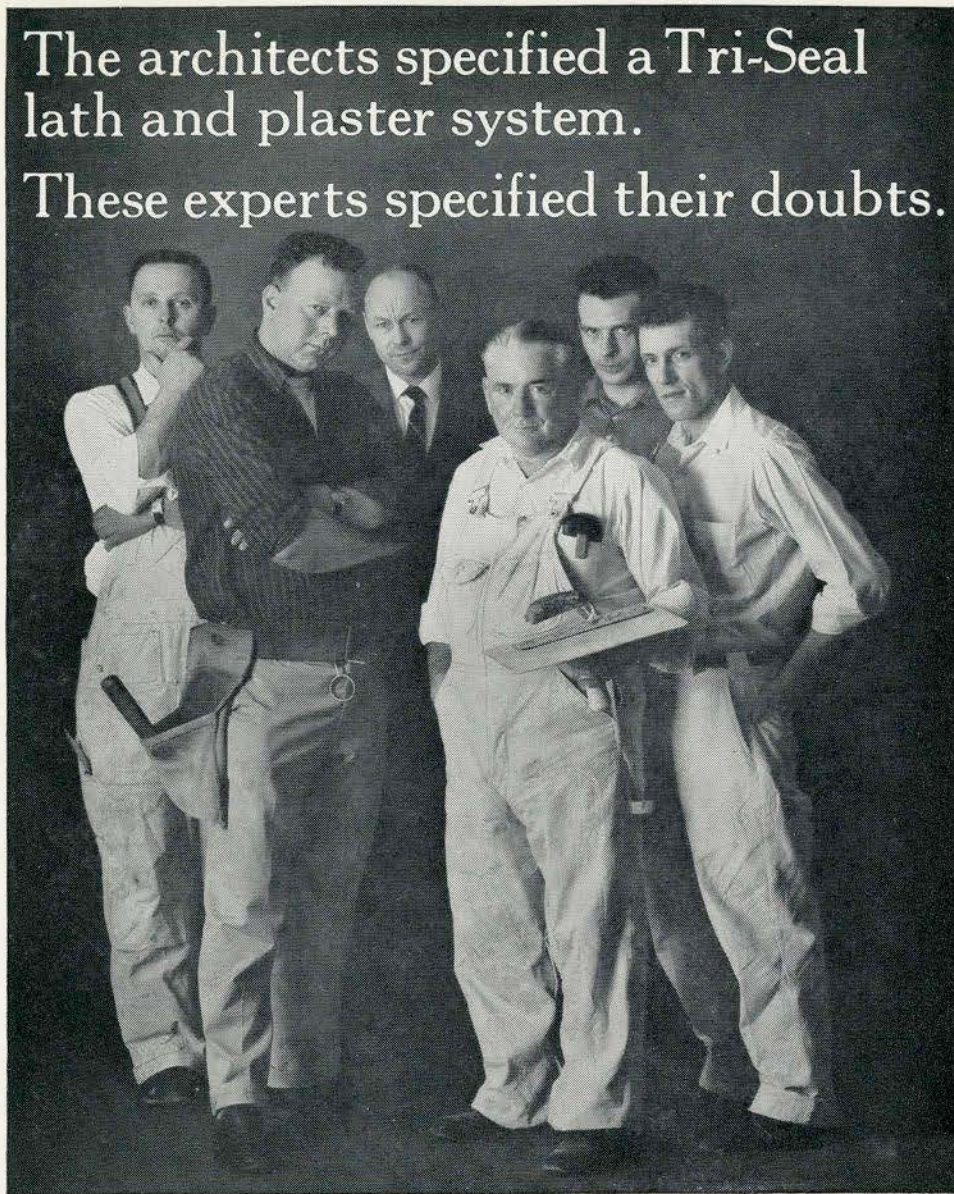
Contributions
for prepara-
tion of an
urban
renewal
scheme.
New. 1964,
c. 15, s. 7.

23A. The Corporation may, with the approval of the Governor in Council, enter into an agreement with any province or municipality whereby the Corporation will contribute one-half of the cost of the preparation of an urban renewal scheme, including the cost of all economic, social and engineering research and planning necessary therefor.

Contributions
for imple-
menting
an urban
renewal
scheme.
New. 1964,
c. 15, s. 7.

23B. (1) Where an urban renewal scheme has been approved by the province in which the scheme is to be carried out and is acceptable to the Corporation, the Corporation may, with the approval of the Governor in Council, enter into an agreement with that province or with the municipality in which the scheme is to be carried out providing for the payment of contributions equal to one-half of the actual

The architects specified a Tri-Seal lath and plaster system.
 These experts specified their doubts.



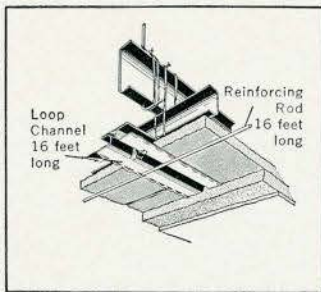
The client, The Robert Simpson Company, Ltd., specified a beautiful ceiling for their Yorkdale Plaza store in Toronto.

The architects' problem: A ceiling that would offer low maintenance. And crack resistance. And high quality. Over all 198,000 square feet of area. A ceiling to accommodate 30-foot square bays. And 49-inch square recessed fixtures. With plumbing above. And below, thousands of customers requiring fire protection.

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weight distribution—eliminating concentrated stress points over the entire surface.

How this resists the stress during normal settling of the walls that usually causes cracks.

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the comparison. And their doubts were resolved in a ceiling that demanded excellence above all.

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June 1966 / juin 1966
489 Volume 43 No 6

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The Peter Barott Awards for 1966

Fifteen Awards for Excellence and 14 Honorable Mentions were made in the 1966 Peter Barott Awards for Excellence in Building Product Literature conducted annually by the Canadian Joint Committee on Construction Materials of the Royal Architectural Institute of Canada, the Association of Consulting Engineers of Canada and the Canadian Construction Association. Those who entered the award-winning catalogues, brochures and leaflets, publication advertising and architect's samples will be special guests of the Committee at a Presentation Dinner, in Ottawa, June 20th. Winners will be permitted to display a special "A" symbol on their entries. All firms submitting material will be provided with the jury's critique.

The Awards were instituted by the Joint Committee in 1962 to encourage improvement in the quality and usefulness of manufacturers' literature directed to the design professions and the construction industry in general. They are named in honor of the late Peter T. M. Barott, FRAIC, Montreal, one of the first members of the Committee.

The 1966 Jury was composed of James Girvan, MRAIC, Montreal, Chairman; Roy E. LeMoynes, MIRAC, Montreal; W. A. Ramsay, MRAIC, Chief Architect, Federal Department of Transport; A. B. Doran, General Contractor; Earle Ingram, MRAIC, J. Klassen, P.Eng., all of Ottawa. A. McDonald Robertson, Vice President, Heggie Advertising, Toronto, representing the Association of Industrial Advertisers.

The Award-winning entries and Honorable Mentions in the various categories were –

Class 1 Catalogues

Awards:
Canadian Everguard Coatings Ltd – Weston, Ont. "Everguard Coatings"
Domtar Construction Materials Ltd – Montreal, P.Q. "Technical Reference Literature"
Robertson-Irwin Limited – Hamilton, Ont.

"Q-Lock Floor"

Dominion Oilcloth and Linoleum Co. Ltd – Montreal, P.Q. "New Personality Floors"
Canadian Gypsum Co. Ltd – Toronto, Ont. "Architectural Reference File"
Duron Company Ltd – Montreal, P.Q. "Plastic and Concrete Finishes"
Honorable Mentions:
Robertson-Irwin Limited – Hamilton, Ont. "Nu-Line Q-Panel"
Canadian Gypsum Co. Ltd – Toronto, Ont. "Sheetrock"
Canadian Industries Ltd – Montreal, P.Q. "Mulrol"
Hubert Industries – Hamilton, Ont. "Safety Rails"

Class 2 Brochures and Leaflets

Awards:
The Steel Co. of Canada – Hamilton, Ont. "High-Strength Bolts"
The Steel Co. of Canada – Hamilton, Ont. "Trend"
Universal Sections Limited – Scarborough, Ont. "Drywall Construction"
National Concrete Producers Association – Toronto, Ont. "Concrete Masonry Units"
Canadian Pittsburgh Industries Ltd – Toronto, Ont. "Curtain Wall Systems"
Honorable Mentions:
Miron Company Ltd – Montreal, P.Q. "Nothing New Under the Sun"
Duron Company Limited – Montreal, P.Q. "Durorof Elastomer Roof Coating"
Harding Carpets Limited – Brantford, Ont. "Harding Carpets"
Atlas Asbestos Company – Montreal, P.Q. "Cavity 'T' Deck Roof Decking"
The Tremco Manufacturing Co. (Canada) Ltd – Toronto, Ont. "Tremco Sealants"

Class 4 Samples

Awards:
The Arborite Company – La Salle, P.Q. "Arborite"
Honorable Mentions:
Domtar Construction Materials Ltd – Montreal, P.Q. "Domtar Glazed Brick"
Allied Chemical Canada Ltd – Montreal, P.Q. "Carpet Cushion"

Class 5 Publication Advertising

Awards:
Lake Ontario Cement Ltd – Toronto, Ont. "Concrete Construction" – Series
Canadian Wood Council – Ottawa, Ont. "Use Wood and Your Imagination"
Medicine Hat Brick & Tile Co. Ltd – Medicine Hat, Alta. "Brick and Tile" – Series
Honorable Mentions:
The Steel Co. of Canada Ltd – Hamilton, Ont. "Sheet Steels"
Canada Cement Co. Ltd – Montreal, P.Q. "Canada Cement" – Series
Wilson Concrete Products Ltd – Belleville, Ont. "Wilson Concrete Products"



J. E. Langford

J. E. Langford named Asst Deputy Minister for Design, DPW

James E. Langford, the federal government's chief architect since 1963, has been named Assistant Deputy Minister for Design in the Department of Public Works.

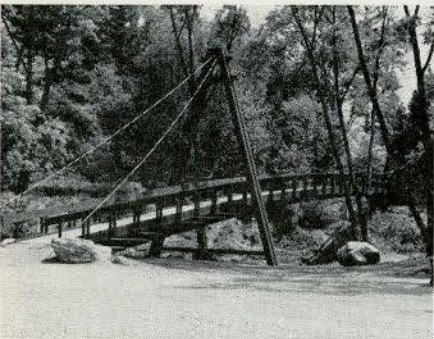
The newly created post will put Mr Langford



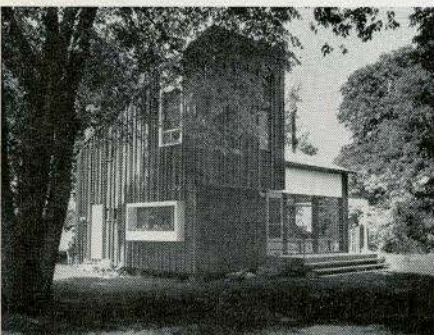
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in charge of development of design criteria for all federal buildings and engineering works. He also will develop accommodation standards for the various departments and supervise design of major federal projects. The Civil Service Commission appointment, which is part of a major reorganization of the department, took effect June 1st.

Wood Design Awards

Awards of excellence were presented to four designers of winning structures in the first Wood Design Awards program for outstanding buildings and bridges, at a banquet in Ottawa, April 18. Designers of five other structures received certificates of merit. Winners were selected from 112 entries by a jury composed of James W. Strutt, FRAIC, Ottawa, Chairman; Roger d'Astous, MIRAC, Claude Robillard, P.Eng., and Jean M. Raymond, Montreal; C. E. Pratt, FRAIC, Vancouver; and Carson F. Morrison, P.Eng., Toronto. The national program was sponsored by the National Design Council and the Department of Industry in association with the Canadian Wood Council.

The winning designs are shown as follows:

Stephen House, Upper Canada College, Norval, Ont. (1) Architect, C. Blakeway Millar, Islington, Ont.

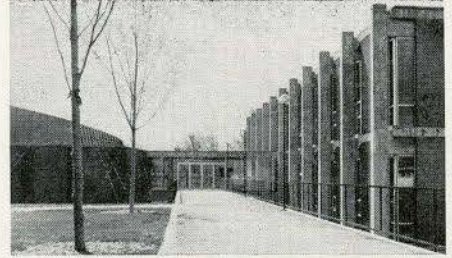
Barnett Residence, Burnaby, B.C. (2) Architects, Fred Thornton Hollingsworth and Barry Vance Downs, North Vancouver, B.C.

Gundy Footbridge, Serena Gundy Park, Toronto, Ont. (3) Laurence Cazaly, Designer and Structural Engineer, Toronto, Ont.

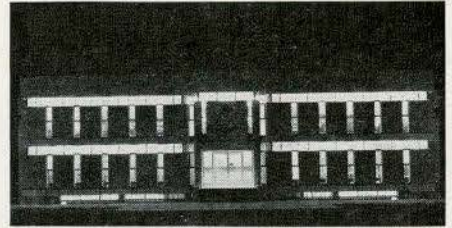
Cottage at Lake Simcoe, Ont. (4) Architect, Jerome Markson, Toronto, Ont.

Ottawa Design Awards

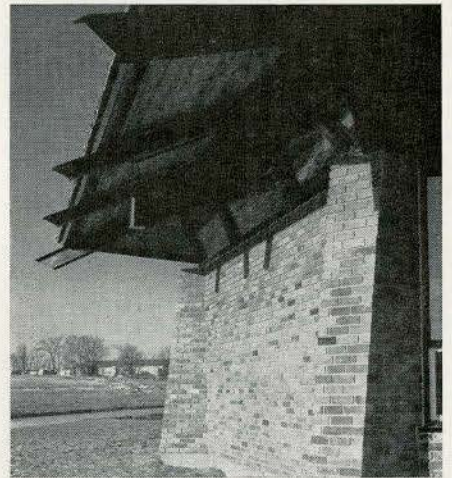
Ottawa Chapter Design Awards were given to the following architectural firms for the buildings noted:



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Hart Massey
Massey Home in Rockcliffe, 400 Lansdowne Rd, Ottawa. (See November 1964 Journal, page 101.)
Structures for Vincent Massey Park, Ottawa. (See September 1962 Journal, page 44.)
H. S. Southam Hall Carleton University, Ottawa. (5)

Edward J. Cuhaci
St Michael and All Angels Anglican Church, Ottawa. (See April 1966 Journal, page 37.)

Murray and Murray
St Maurice Church, 4 Perry St, Ottawa. (See April 1966 Journal, page 30.)
St Patrick's College Library, Echo Dr., Ottawa. (6)

Community Centre and Corner Store, Leslie Park, Baseline Road, Ottawa. (7)

John D. Leaning, Chief Design Architect, A. J. Capling, Senior Architect.
National Capital Commission, Information and Historical Division, 531 Sussex Dr., Ottawa. (8)

International Building Journal

"Conseil International du Bâtiment", the organization of building research institutes of 40 countries has decided to develop its quarterly bulletin into an international building journal, designed to communicate throughout the world the results of building research and developments that are of general

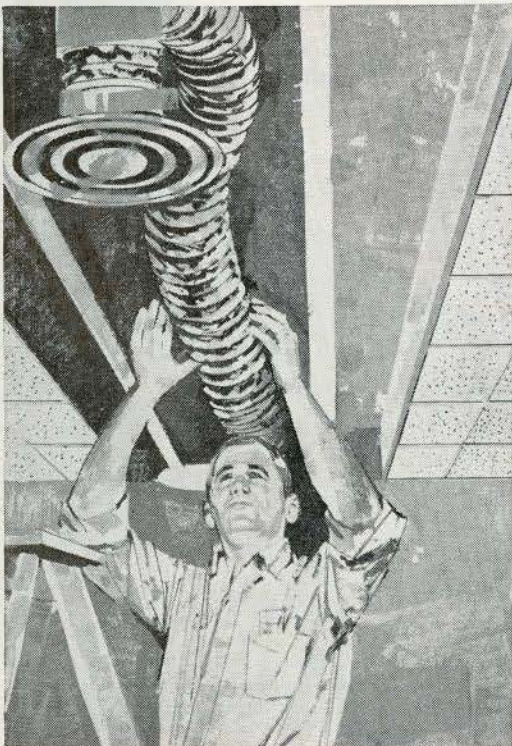
interest. The new journal will appear in 1967. Canadian membership in CIB is held by DBR/NRC. The director of the Division R. F. Legget, (Hon FRAIC) represented Canada at the meeting in Rotterdam and presided over the meeting as current President of CIB.

John Lloyd Heads London AA School

Prof. John Raymond Lloyd, ARIBA, MNAL, AA Dipl. has been appointed principal of the Architectural Association School of Architecture, London, in succession to Dr Koenigsberger, who has been Principal since the retirement of Mr William Allen last November.



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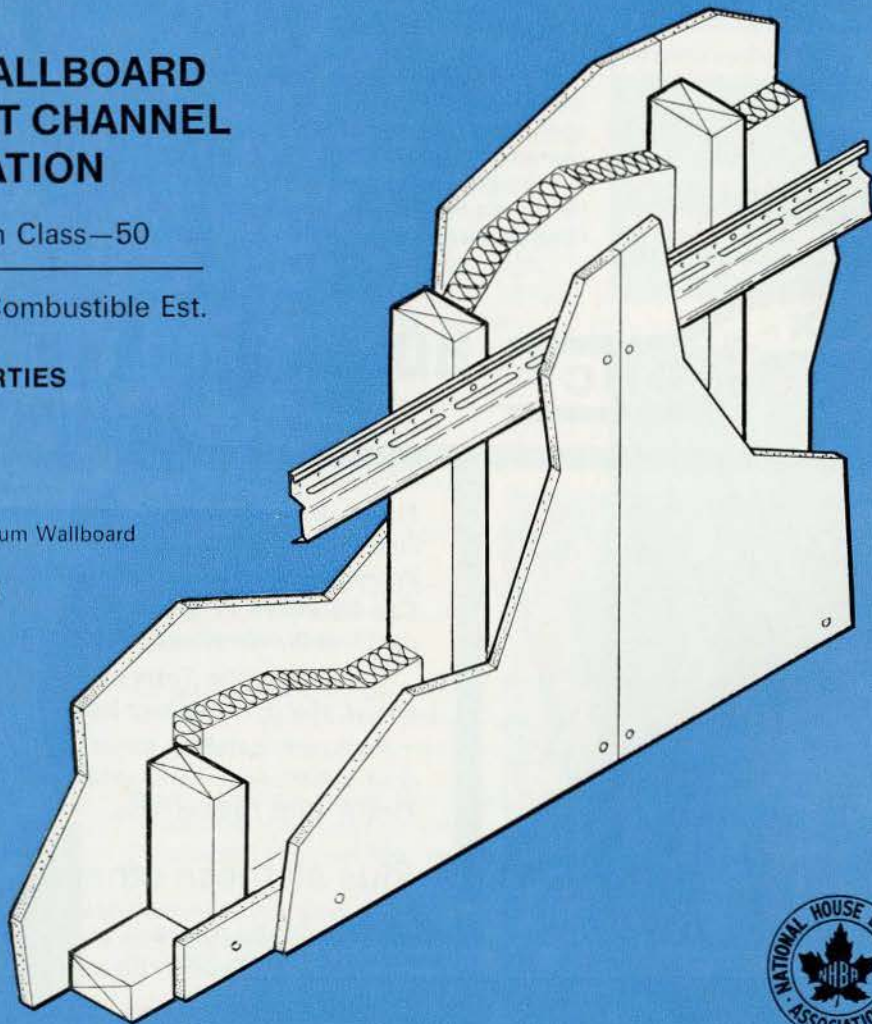
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From Institute Headquarters

President Gérard Venne (*F*) called a special meeting of RAIC Council on April 29–30, in Toronto, to consider means of implementing the recommendations of the Committee on the Profession given in its Survey Report. Study of these vital matters will continue at the Assembly in Jasper.

Council endorsed the aims and conditions of the Canadian Steel Design Awards 1966. It decided to place responsibility for the Francou Scholarship with the School of Architecture, University of Montreal. Approval was given to recommendations re Massey Medals 1967, for submission to the Massey Foundation.

Francis J. Nobbs (*F*) was appointed our representative at a meeting on May 13–14, in New York City, called by the National Council of Architectural Registration Boards of U.S.A. to consider means of facilitating international movement of architects. RIBA delegates are attending, and France has been invited.

Professor Roy Sellors (*F*), University of Manitoba, was re-elected vice-chairman of the Canadian Housing Design Council recently. Other architects active in the 24-member Council include Jean-Louis Lalonde, regional vice-chairman for Quebec; W. G. Leithead (*F*), Vancouver; and Gordon S. Adamson (*F*), Toronto.

The Council is affiliated with Central Mortgage and Housing Corporation, and directs a series of programs toward the improvement of housing design in Canada. Details of the Centennial Housing Design Awards to builders, architects and developers will be announced shortly.

Two significant urban renewal studies are being directed by architects. Victor Lambert is preparing a scheme to revitalize the heart of St Jerome, Que. A city-wide study of Brockville, Ont., is the responsibility of Alan Crossley.

Dean John A. Russell (*F*) has announced Manitoba's replacement of its five-year course in architecture by a new six-year program of studies in architecture and a new five-year program of studies in Landscape Architecture. A detailed comparison of the seven Canadian Schools is to appear in Section 7 of the *Journal* in a forthcoming issue.

Architect George Peck, chief of the Hospital Design Division, Department of National Health and Welfare, represented Canada and the RAIC at a 10-day conference in Athens on Health Facilities. Called by UIA and the World Health Organization, its main purpose was to help developing nations.

President Gérard Venne will lead the Canadian delegation to the AIA Convention in Denver, where he will speak at the Annual Dinner. The dates: June 26–July 1.

Canadian architects have been invited to submit theatre designs for an exhibition being prepared in connection with the December 1966 convention of the American Educational Theatre Association. Details available from RAIC.

Among the many letters that come to our office from far-flung parts of the world, we were touched by a recent humble request (in Spanish) from the planning director of Medellin, second city of Colombia. Architect Alfonso Nicholls Giraldo would appreciate information from the experience of RAIC members relative to problems of urbanism that confront him. Write him at Departamento Administrativo de Planeacion, Medellin, Colombia.

Fred W. Price
Executive Director

Du siège social de l'Institut

Sur convocation du président, M. Gérard Venne (*F*), le Conseil de l'Institut a tenu à Toronto, les 29 et 30 avril, une réunion spéciale pour l'étude des moyens de donner suite aux recommandations formulées dans le Relevé du Comité spécial sur la profession. Cette étude d'importance vitale se continuera au cours de l'assemblée annuelle à Jasper.

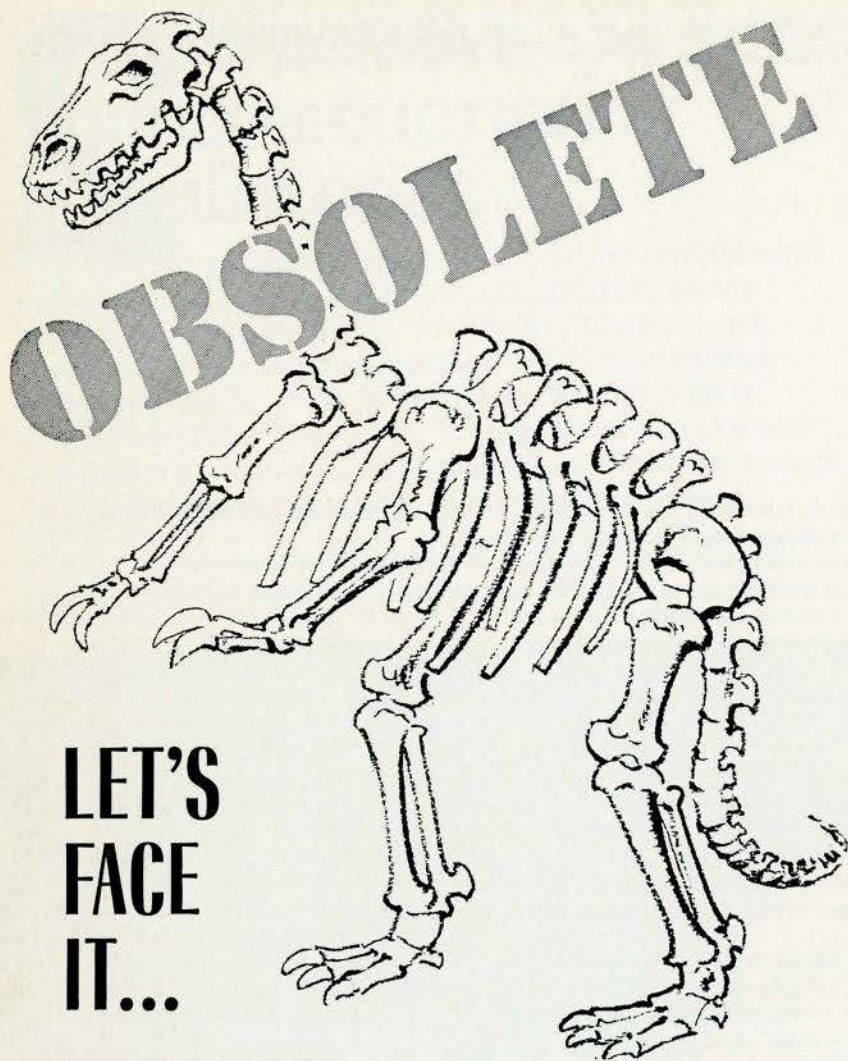
Le Conseil a approuvé les objets et les conditions du concours national pour l'usage original de l'acier de charpente. Il a aussi décidé de confier la responsabilité à l'égard de la Bourse Francou à l'École d'architecture de l'Université de Montréal. Enfin, il a approuvé des recommandations à soumettre à la Massey Foundation au sujet du Concours pour les Médailles Massey 1967.

M. Francis J. Nobbs (*F*) a été choisi pour nous représenter à une réunion du National Council of Architectural Registration Boards qui aura lieu à New York les 13 et 14 mai et à laquelle on étudiera les moyens de faciliter le mouvement international des architectes. Le RIBA y aura des délégués et la France a été invitée.

Le professeur Roy Sellors (*F*), de l'Université du Manitoba, a été récemment réélu vice-président du Conseil canadien des plans de maisons. Les autres architectes qui participent activement au travail de ce Conseil de 24 membres sont MM. Jean-Louis Lalonde, vice-président régional pour la province de Québec, W. G. Leithead (*F*) de Vancouver et Gordon S. Adamson (*F*) de Toronto.

Ce Conseil, affilié à la Société centrale d'hypothèques et de logement, dirige une série de programmes tendant à l'amélioration des plans de maisons au Canada. Les détails du concours de plans de maisons du Centenaire, ouvert aux constructeurs, aux architectes et aux aménageurs, seront annoncés bientôt.

Deux importantes études de renouvellement urbain ont été confiées à des architectes. M. Victor Lambert travaille à un projet de



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FACE
IT...**

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rénovation du centre de Saint-Jérôme (P.Q.), alors que M. Alan Crossley est chargé d'une étude de toute la ville de Brockville (Ont.).

Le doyen John A. Russell (F) a annoncé que le cours d'architecture de cinq ans de l'Université du Manitoba serait remplacé par un nouveau cours de six ans en architecture et un cours de cinq ans en architecture paysagiste. Une comparaison détaillée des sept Ecoles d'Architecture sera publiée dans la Section 7 dans un prochain numéro du *Journal*.

L'architecte George Peck, chef de la Division des plans d'hôpitaux au ministère de la Santé nationale et du Bien-être social, a représenté le Canada et l'Institut à un congrès de dix jours à Athènes sur les services d'hygiène. Ce congrès, convoqué par l'UIA et l'Organisation mondiale de la santé avait pour principal objet de venir en aide aux pays en voie de développement.

Notre président, M. Gérard Venne, dirigera la délégation canadienne au congrès de l'AIA à Denver du 26 juin au 1er juillet. Il sera orateur au dîner annuel.

Les architectes canadiens sont invités à soumettre des modèles de théâtre à une exposition organisée à l'occasion du congrès de décembre 1966 de l'American Educational Theatre Association. Pour détails, s'adresser à l'Institut.

Au nombre des lettres qui nous parviennent de toutes les parties du monde, une nous a particulièrement touchés. Il s'agit d'une humble demande (en espagnol) de la part du directeur de la planification de Medellin, deuxième ville en importance de la Colombie. L'architecte Alfonso Nicholls Giraldo aimerait recevoir des renseignements au sujet de l'expérience des membres de l'Institut qui ont eu à faire face à des problèmes d'urbanisme du genre de ceux qui se présentent à lui. On peut lui écrire directement au Departamento Administrativo de Planeacion, Medellin, Colombie.

*Le directeur général,
Fred W. Price*

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Ozite "Town 'N' Terrace" Carpet made with Vectra polypropylene olefin fiber is not just another floor covering in competition with those you already know. It's in a class by itself—an entirely new *kind* of floor covering with features other carpets just don't have. The result? It opens up scores of new decorating ideas never before possible with conventional carpeting. Check the assignments you're working on now. You'll be surprised how many ways you can find to add dramatic creative touches with this new carpet. Note that because carpet is unaffected by water or moisture, it's practical to install below grade directly on cement floors. Turn this page for details on the remarkable technical advantages of Ozite "Town 'N' Terrace" Carpet, the remarkable new outdoor-indoor carpet made with new Vectra polypropylene olefin fiber.



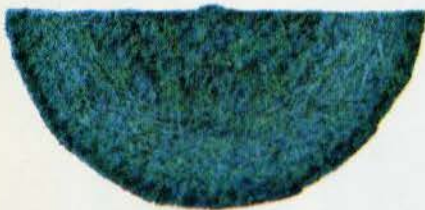
Ozite® Town 'N' Terrace Carpet made with **Vectra** olefin fiber

®Ozite is the exclusive trademark of the Ozite Corporation of Canada, Ltd., 2 Carlton St., Toronto, Ontario; 605 Phillips Square Bldg., Montreal, Quebec; manufacturers of famous Ozite products for over 100 years. Ozite makes Town 'N' Terrace Carpet, not fiber. The Vectra Company, a division of National Plastic Products Company, Inc., Odenton, Maryland, U.S.A. *Vectra is the exclusive trademark of the National Plastic Products Company, Inc. for its olefin fiber. Vectra makes fiber only, not fabrics or carpets.

Tests prove the superiority of Ozite Outdoor-Indoor Carpet made with Vectra* fiber over floor covering costing much more!



3,000 revolutions of abrasion test have \$11.95 retail acrylic carpet down to the backing!



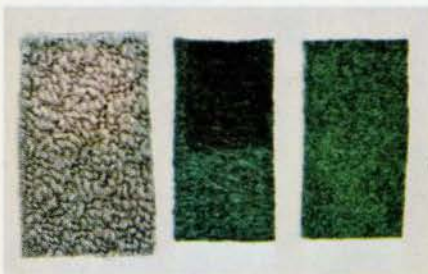
But, the abrasion wheel (Standard Taber Abraser), which can quickly spin off years of hard wear, barely makes a dent in new Ozite Outdoor-Indoor Carpet made with remarkable new Vectra polypropylene olefin fiber. Ozite's unique manufacturing method permits the use of staple fiber of higher tensile strength than normally used in regular carpeting.

Fadeometer Test



Wool
100 hours

Acrylic
160 hours



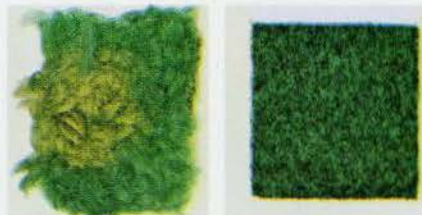
Nylon
100 hours

Polypropylene
without stabilizers
216 hours

Polypropylene
with stabilizers
Over 2,000 hours

Most manufacturers of piece-dyed carpets try for 40 to 60 hours fade resistance. Even stock-dyed carpets strain to reach 200 hours. The special stabilizing chemicals used in the solution-dyed Vectra fiber enables it to resist ultra-violet rays—and permits Ozite to guarantee its carpet to withstand 500 hours of Fadeometer test without discoloration!

Stain Resistance



Wool

Polypropylene

Vectra polypropylene fiber is resistant to most harmful chemicals that tend to bleach and stain competitive products, including most acids, alkalis, salts, solvents, and oxidizing agents. Ozite Outdoor-Indoor Carpet resists spotting and bleaching from ammonia, chlorine, coffee, tea, soft drinks, shoe polish, merthiolate, mustard, catsup—practically everything, including the accidents of dogs and children. Insects and mildew do not attack polypropylene. Fungus growth is not supported by the fiber itself. It does not absorb moisture—can't shrink, rot, or mildew. And it's non-static and non-allergenic, too.

Competitive carpet fibers absorb moisture to varying degrees, up to 27%.

A filament of Vectra reacts to water much like a solid glass rod. The water rolls right off. Vectra olefin fiber has zero (0%) moisture regain.



Other Fiber

Vectra



Easy to install. Cuts with scissors or knife. Lies flat. Doesn't curl. No binding of exposed edges necessary. Does not need carpet cushion, tacking, or professional installation. And no adhesive is required. If desired, waterproof cement may be used outdoors. Indoors, double-faced tape may be used, or cement if you prefer.

And it's a breeze to maintain! Can actually be hosed clean. Simple to patch. Because Vectra fiber is impervious to moisture it can either be scrubbed clean or vacuumed. It dries fast. And patching for cigarette burns (can happen to any carpet, you know) is easily done in minutes with a razor blade and leftover pieces—and it won't show!

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Please send me your 4-page color brochure with complete details on new Ozite "Town 'N' Terrace" Carpet, plus sample swatches of the carpet.

Name _____

Firm _____

Address _____

City _____

Province _____

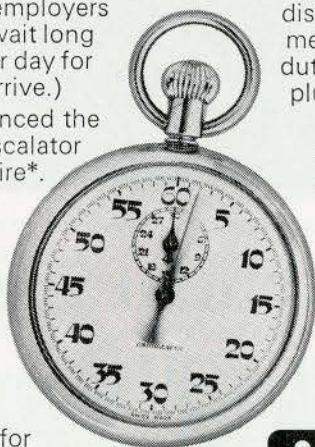
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OTIS ELEVATOR COMPANY LIMITED, HAMILTON, ONTARIO

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- Escalators (especially Escal-aire!)
- Freight elevators Dumbwaiters

Name _____

Position _____

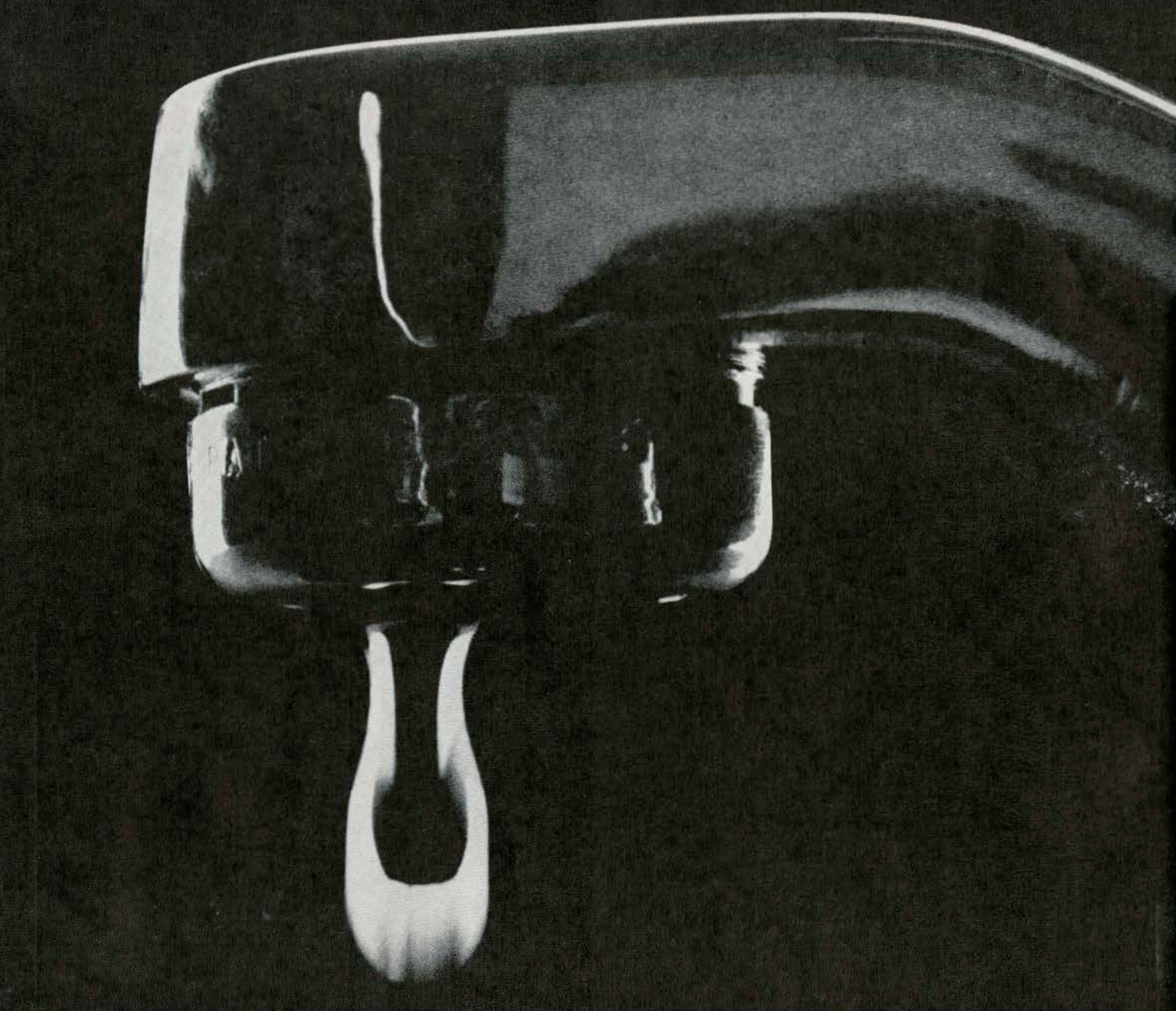
Company _____

Address _____

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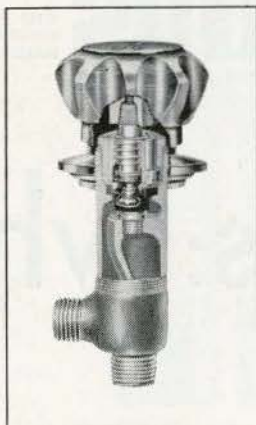


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Ottawa – A Park, Toronto Subways
and A Travelling Exhibition

A visit to Ottawa and the opportunity to see two unrelated aspects of Canadian art and talent set me thinking about an emerging public aesthetic image in "new Canada" and the need to intelligently use the best of Canadian talent. In Ottawa I saw the Garden of the Provinces, Wellington Street, and the exhibition of photographic murals by Roloff Beny at the National Gallery.

The Park

First, the Garden. The National Capital Commission has created this new little park to be one of "the Jewels of Ottawa". Typical Anglo-Saxon austerity, and a rather institutional solidity in architectural form, appear to have inspired the design of this tidy "militaristic" edifice escalating in concrete platforms above and below the falling levels of the city streets. It arranges itself in geometric planes with sturdy balustrades to form a double stage. One can imagine the various prime ministers and other dignitaries, flanked by fluttering flags, orating to the official bodies uncomfortably grouped below. This is a formal image one quite reconciles oneself to in colonial British government development everywhere.

But this is not the end of the story. Romantic imagery is added by two fountains – curiously unrelated to each other in feeling, but having a common factor in shape relationship by a similar arrangement of

rectangular dish-like forms to receive water play.

On the upper level, slabs of concrete "dishes", placed on natural stones, give warmth and romantic interest to the balustrade, where one can wander for brief minutes when occasional spring sunshine invites a lingering promenade. The second structure, at the lower level, of stainless steel, is tree-like. One is startled to find its mechanical forms adjacent to the Japanese-like monumentality of the other fountains. The latter, without water or ice, is rather sterile. However, the most exciting point about both of the fountains is that they need water and ice for completion, and are all the better for it. I have always felt that Canadian sculptors do not capitalize on the snow and ice periods of winter for their fountains, which for the most part sit dismally shrouded in plastic, or, as inert sticks, poke up from concrete basins for, let us face it, the greater part of the year. Here, as seen in photographs, is a capital solution. The fountains, carrying water in summer with the addition of snow and ice in winter, truly carry out the original intention of the transformation of a "military fort" into a shrouded jewel box, containing two fascinatingly contrived "jewels" to delight the eye in a cheerless winter landscape.

The solution of identity by enamelled flower emblems of the ten Canadian Provinces, tucked discreetly, thank goodness, beneath

the balustrades, is reminiscent of the heavy heritage of Victoriana haunting every attempt to enliven our contemporary scene. This is an excellent idea with a most unhappy, outdated solution.

In conclusion one realizes this little park is a sincere and positive attempt to reconcile the rather dour estheticism of Anglo-Victorian Canada to a dawning desire for romantic excitement. It is a pity that a better reconciliation between the natural surroundings and some of the necessary but harsh architectural additions had not been more deeply and sensitively considered. Perhaps in assessing its faintly amusing confusion of objectives one should develop a tenderness and appreciation to encourage more of the same until maturity and confidence breed more forthright results.

The Subways

The architectural austerity of the Garden reminded me of the new subways in Toronto and the dreadful sterility of the "cleanest subway in the world" (so we are assured). No matter what station one enters or emerges from, the effect is the same, complete, anonymous asepticism. One is as bewildered as Omar Khayyam, thence "came out by the same door as in I went". So conforming to a format is every subway entrance that a visitor may be forgiven for thinking that he has stumbled into a strange new public convenience dedicated to "Laura Secord" (the ubiquitous candy confection purveyor being the only concession to decorative décor. Was ever a heroine so saccharinely honored in any country?) The natives, of course, know there aren't public conveniences in Toronto.

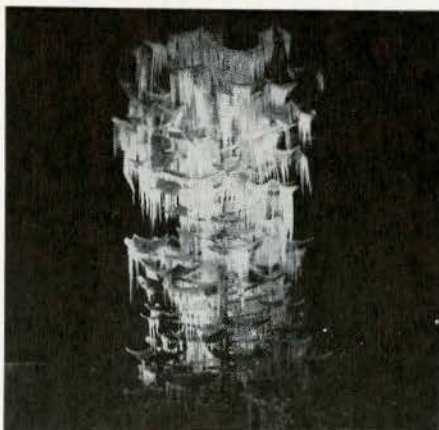
The new subways, functional to a degree if one's legs are strong and the population remains stable, have proudly achieved the dubious honor of being completed for less than the cost estimated! What particular virtue



1



2



3

1, 2, 3
The Garden of the Provinces – "One of the Jewels of Ottawa". Landscape Architect, National Capital Commission, Edward I. Wood
Le jardin des provinces – "Un des bijoux d'Ottawa"

4 and 5

... thence "came out by the same door as in I went". T.T.C. Subway

6

"Mural-like montages" Roloff Beny, Yousef Karsh at Ottawa Exhibition.

Montages semblables à des murales, Roloff Beny, Yousef Karsh à l'exposition d'Ottawa.

7

"Exciting Canadian Design '67!" Anthes MS.



4



5



6

CAMERON

there is in penny pinching I fail to see. Subway travel is the most deadly-dull means of all transport. One misses surface incidents to lighten the ordeal of peak hour punishment... Toronto's subways lack even the Rorschach blots and splatters of the New York tube to entertain the imaginative eye.

This brings me to thoughts of unused native Canadian talent.

Beny Exhibition

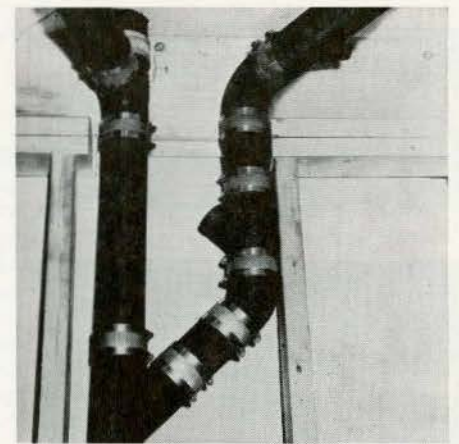
Another must for architects is the photographic exhibition of Roloff Beny, artist and photographer of international repute, a native son who takes his wares back home to be seen but nevertheless must ply his trade in more congenial climes. The exhibition is currently touring Canada - Vancouver, May 5; Toronto, June 10; then Montreal and Charlottetown. It consists of mural-like montages arrived at by a perceptive eye and vision. Beny commands the viewer to contemplate the significance and ambiguity of whatever subject he has frozen in the time-lens of his camera. Here is a talent to be trapped and used architecturally. In the artistic climate of Canada, where confusion reigns in a sea of hates and repugnance to accept the abstract form for public consumption along with an anguish to preserve a somewhat tatty but nevertheless beloved decaying urban image, we could use his camera eye. What better way could the TTC employ the "surplus" funds of their latest enterprise than to commission Beny to create a series of photographic murals of all the vanishing streetscapes of Toronto and enliven the subways with them. We miss the surface excitement of Spadina's cosmopolitan sprawl - Bathurst's migrant parade with taverns for itinerant loneliness, and Queen's dilapidated meanderings from east to west, with the shop front punctuation of "Bankrupt Sale" and "Handsome Give-aways". We miss the crumbling façades of tatty Victoriana, now reduced to an endless funnel of blank concrete, punctuated with clean ceramic walls, defying even the most assiduous scribbler to defile their antiseptic surface with social message, proper or improper.

Beny's photographs, as witness his previous book masterpieces, *Odyssey in Time, Thrones of Heaven and Time of Gods* (Thames & Hudson) are the best "museums" any country can have. Canada is fortunate that such talent has emerged and is willing to work here. This would, then, be the time for entrepreneurs architectural to absorb his talent in a new and exciting way. Incidentally, with such a unique "antique muralist", the TTC could well imitate the lucrative experience of the London transport system by producing tourist post cards of a high artistic merit for sale at newsstands. A photographic image done by Beny could only bring prestige and worth to the lamentable state of the souvenir trade. (See later reference on design.)

Design '67

Last, and most definitely the least, in contributions to Canada's image, must surely be the award-winning exhibition for Design '67 opened at the Design Centre, Toronto, May 3. This is no occasion for kindness or platitudes. The Design Centre, through the Department of Industry, has used a great deal of money and an excellent administrative organization to stimulate the use and upgrading of Canadian design, whatever that may be.

A catholic attitude to what is design, is all



7

to the good. The work of the Centre is mainly theoretical and similar in purpose to that of its English counterpart, that is, to become a natural reference board for all types of creative design production "industrial" or "artistic".

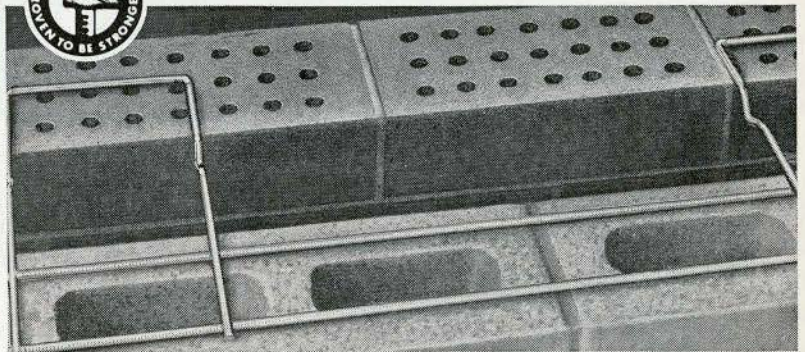
I have seen some fairly well set up exhibitions at the Centre. These are succeeding in drawing interest to its existence, but Design '67 (the comprehensive exhibition of a Canada-wide survey of general design), with a selection of items for special awards, is nothing short of a calamity from several points of view. One has the right to expect competent display presentation at the Centre. Display presentation is a vital aspect of design. But this frightful "lucky dip" bin of good and bad gift items, thrown in as casually as if for a Hadassah Bazaar, is not to be tolerated from a professional body. The overcrowded, formless array of this and that in the general floor space create confusion, making a hazardous obstacle race. It must surely be the result of violent disagreement or nervous breakdown of those responsible. It is not important where to direct rebuke, but the image is lamentable. To make matters worse, if the collection of items is truly indicative of Canadian design, all money being spent on promotion is a waste. Canadian designers must produce better items or have the means for a more lively design education immediately. It is appalling to think that, in all seriousness, the large colored photographs of Eskimo sculpture, pretty tasteless on the whole, were given awards of merit as the best souvenir item. I know of far more worthy items myself, even photographically. When the official press releases featured a well designed drainpipe (and it is a well designed drainpipe) Canadian aesthetic design excitement is at the lowest ebb possible.

Three facts must stand clear: the submissions made are inadequate; the selectors were not diligent in finding more exciting items; or no awards should have been made under the circumstances. As soon as possible, Canada had best devote the money and funds being used for such promotion to a large, vigorous and better training school for creative designers.

Anita Aarons

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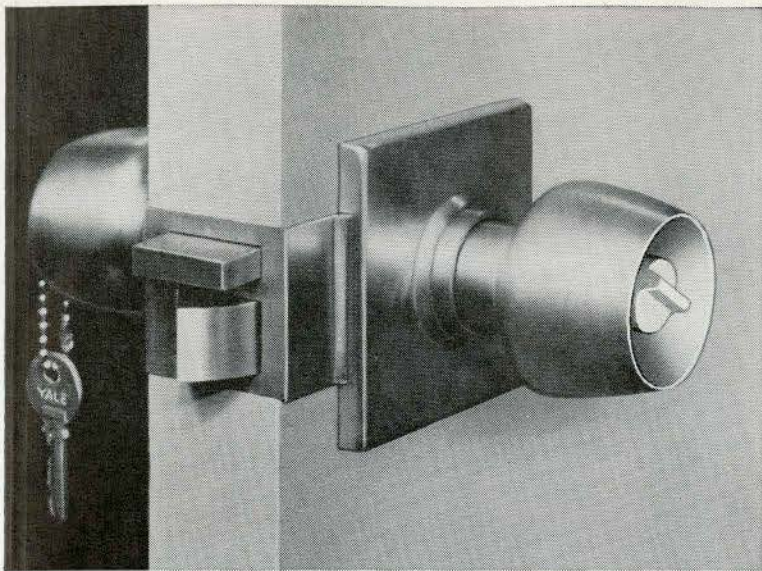
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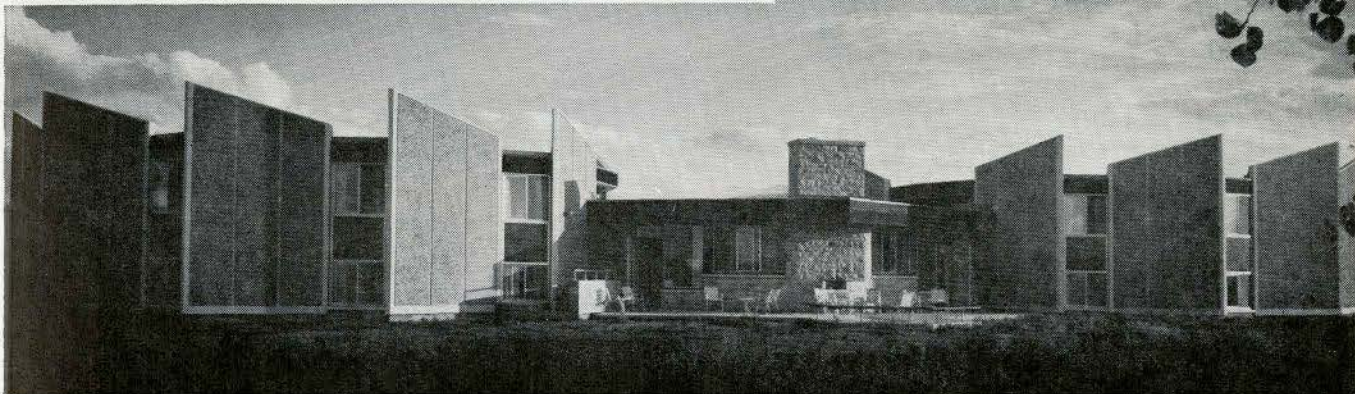
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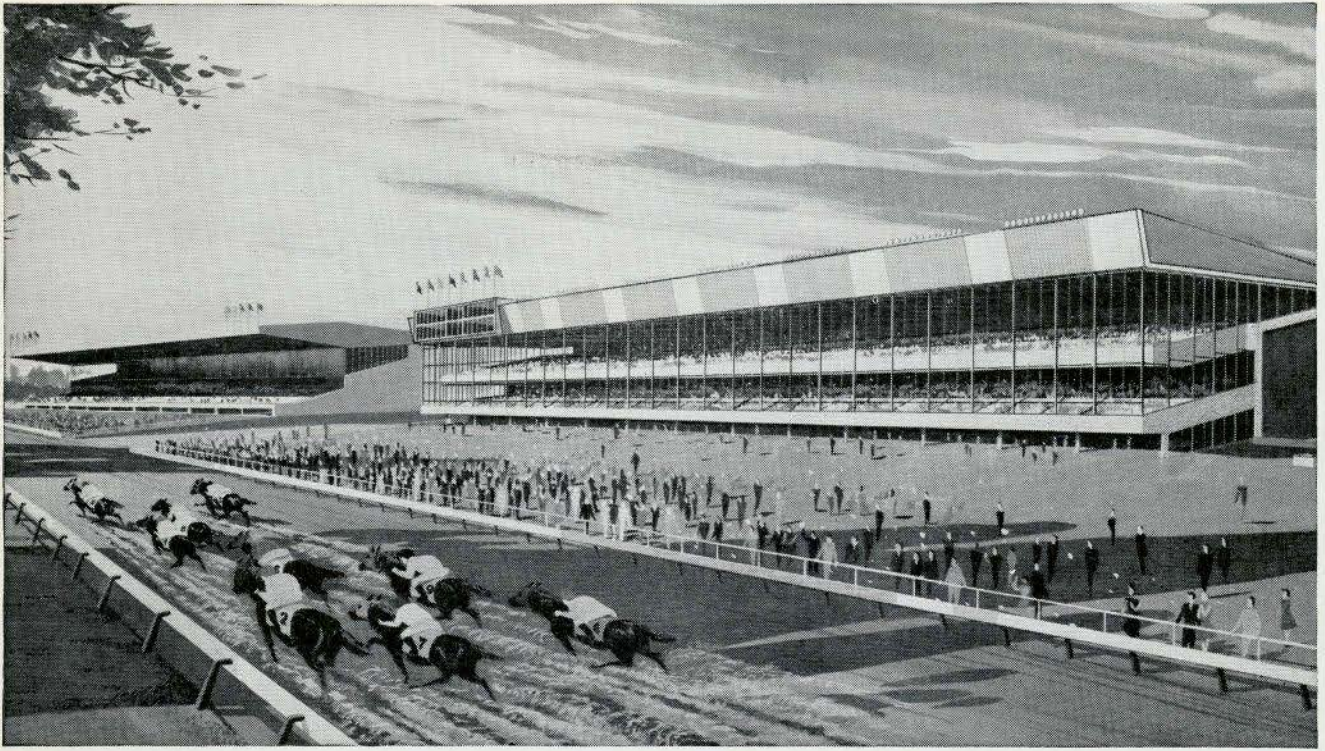
*Architects: Izumi Arnott and Sugiyama,
Regina, Saskatchewan*

*Contractor: W. C. Wells Construction Ltd.,
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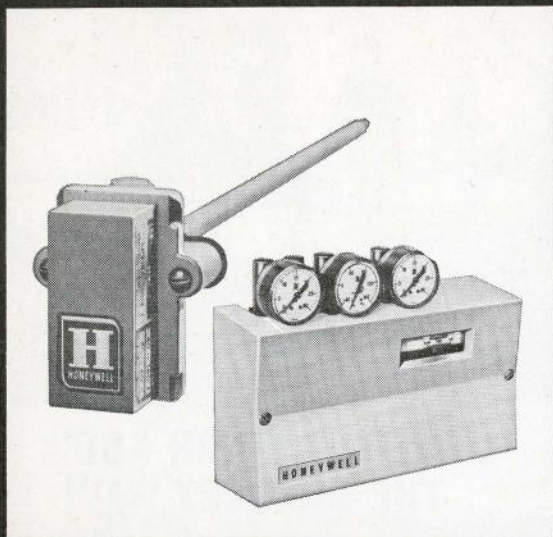


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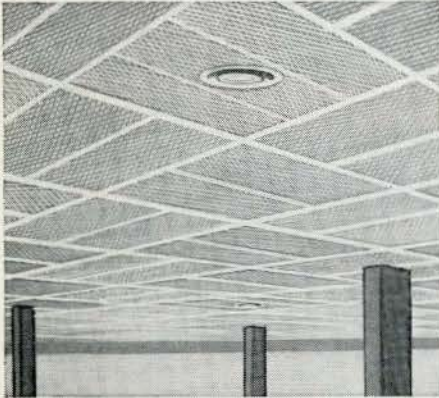
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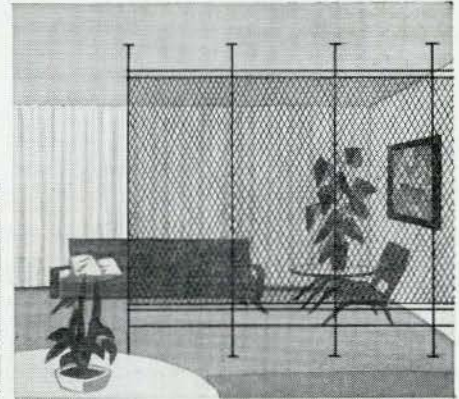
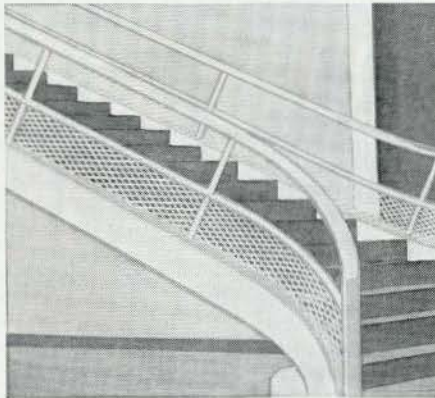
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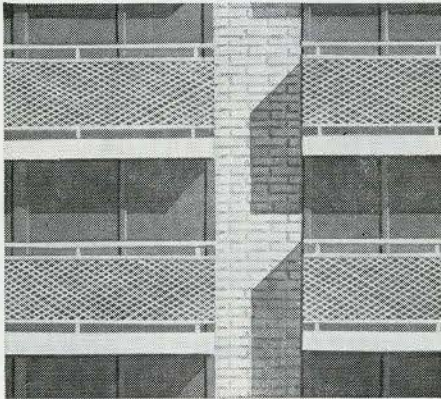
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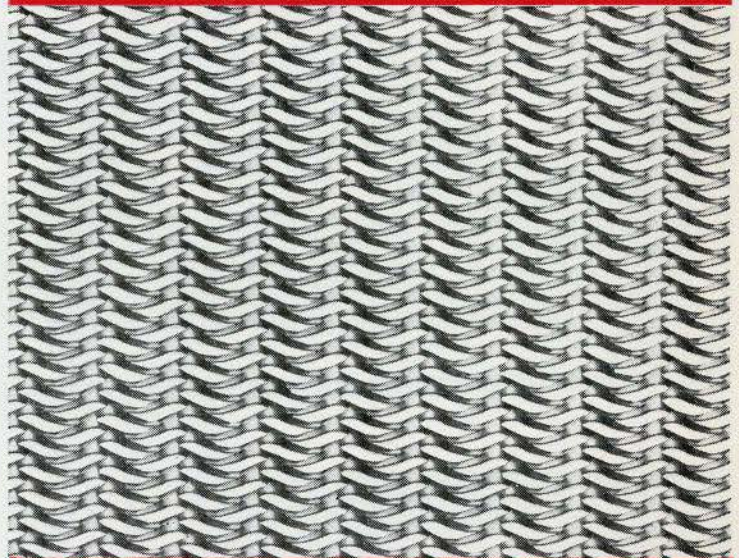


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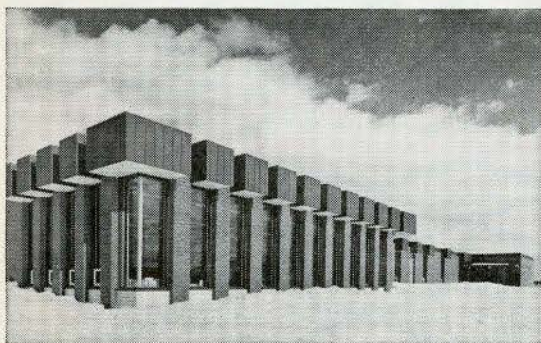
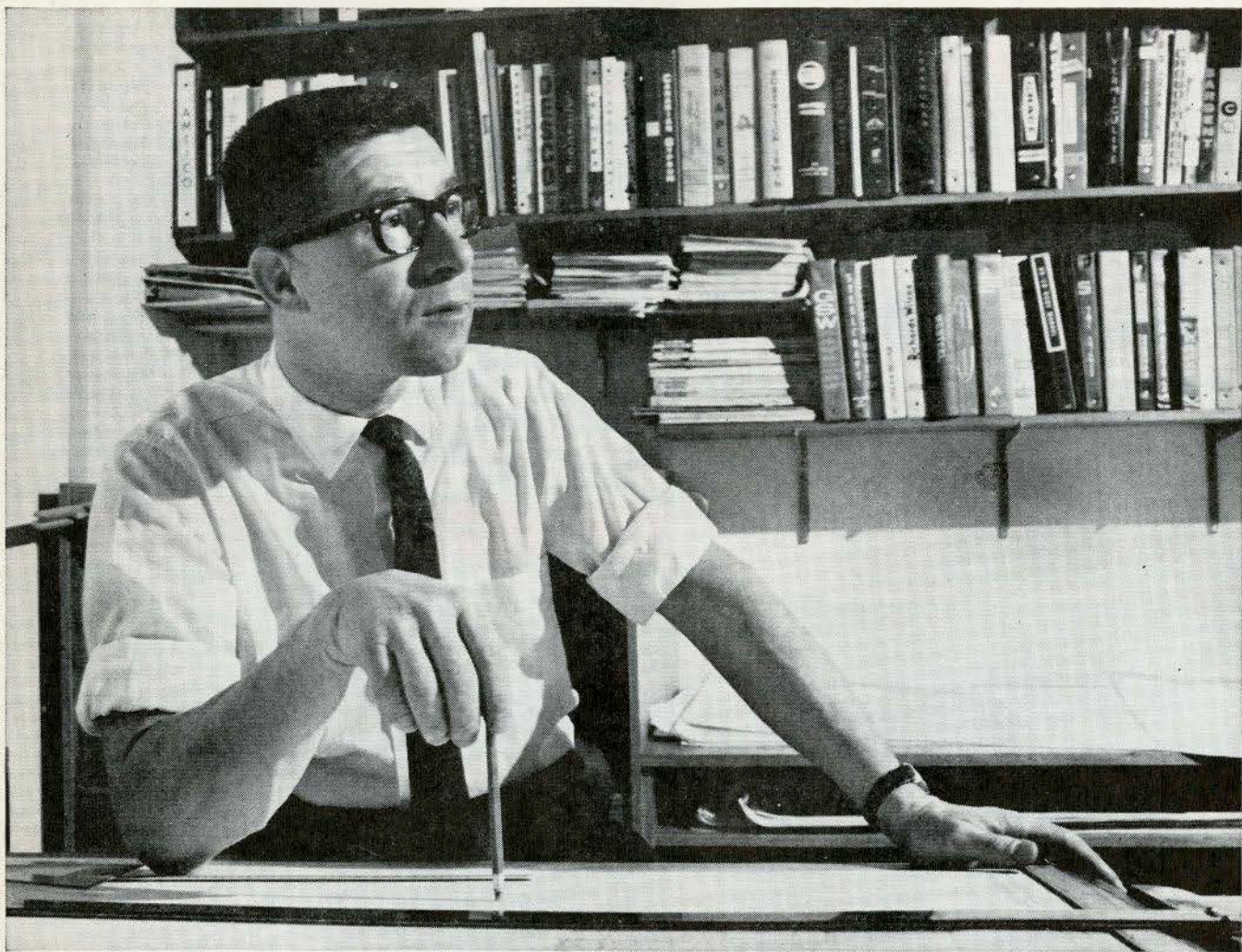


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Electric heating gives new freedom in school design

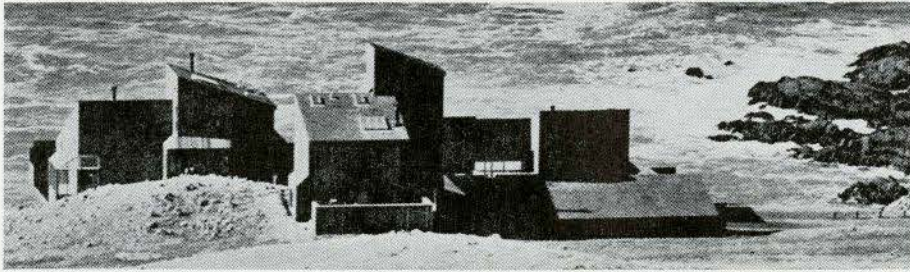
Lakehead architect, Jean-Paul St.Jacques says: "Installing electric heating results in tremendous savings—savings that can be applied to better materials and design techniques." Electric heating also helps give a new freedom in school design by eliminating piping, ductwork and chimneys. But it gives a lot more, too.

Even when superior materials and techniques are used, electrically heated schools have a better chance of coming in well under budget. "The total electrical contract for Redwood Public School was \$52,000," says architect St.Jacques. "Total installation costs for another heating system plus normal electrical requirements" he adds, "would have reached at least \$75,000. We saved \$23,000." By eliminating bulky fuel-burning equipment, another \$6,000 was saved on floor space alone. All told, electric heating saved almost \$30,000 on Redwood Public School.

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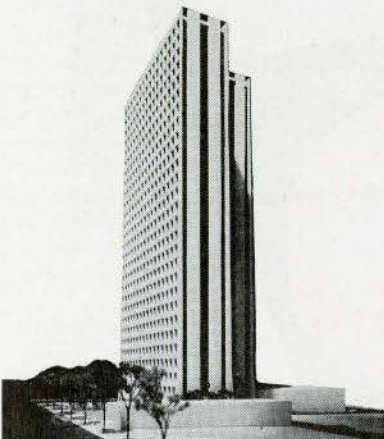
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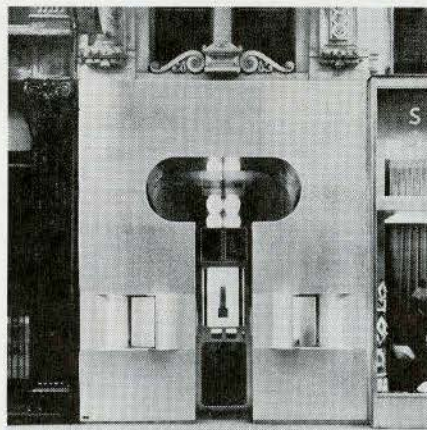


1

The *New York Times Magazine* published an article on an exhibition that is currently on display at the American Federation of Arts Gallery in New York, organized by the Architectural League. The exhibition is entitled "40 under 40 - Young Talent in Architecture". Among some of the more interesting exhibits (it is difficult to understand the inclusion of some) is a Sea Ranch (1), by Moore, Lyndon, Turnbull and Whittaker. The outside skin of this cluster of vacation houses of redwood and wood shingle is designed, because of the winds, so that nothing can blow off. Light is used in many ways as an element of architecture.



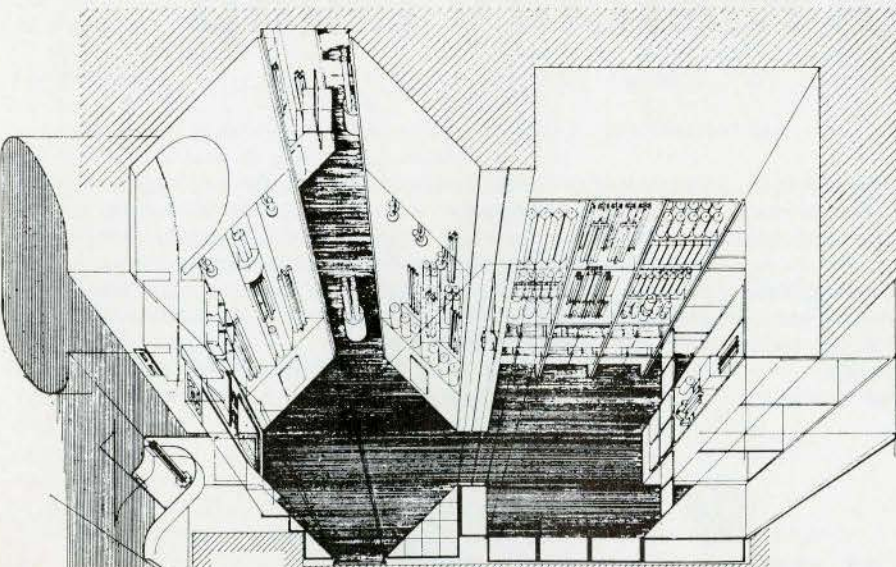
2



3

The model (2) is of the proposed 27-story office building at Georgia and Thurlow Streets, Vancouver. Consultant architects are Erickson-Massey. The developers are Grosvenor-Laing, whose chief architect is Francis Donaldson. It is a pleasure to see great restraint and a sense of wholeness in this building in comparison to the frenetic vulgarity of many tower structures.

A tiny specialty candle shop in Vienna (3, 4) has won architecture's largest prize, the \$25,000 R. S. Reynolds Memorial Award. The architect is 32-year-old Hans Hollein. Mr Hollein studied city planning at IIT in Chicago, and received his Masters degree in architecture at the University of California, Berkeley. He taught for the year 1963-64 in the Washington School of Architecture, St Louis, thereafter returning to Vienna to establish his own office. Mr Hollein is also one of the editors of *Bau*. "I try to be an architect of the 20th century by designing with the materials of our time for the needs of our time," he says.



4

The candle shop was constructed in the limited recesses left by razing an old store. The shop has a frontage of 12 feet, and an interior of 160 square feet. The architect has utilized the continuity of a single building material - polished aluminum. This has allowed great spatial differentiation in the small volume. Every fixture of the interior was designed by the architect. The use of curved surfaces eliminated the need for most substructures and increased gauges. A. J. D.

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CANADIAN GENERAL ELECTRIC

Résumé

Rénovation urbaine:

La rénovation urbaine entreprise à un niveau ou l'autre des gouvernements semble être la clef d'une quantité de problèmes sociaux. Il faut définir clairement de quelle façon elle doit être abordée, de même que ses objectifs et ses limitations.

La définition de la rénovation urbaine:

La rénovation urbaine consiste à rendre des secteurs désuets utiles à l'occupation actuelle et future du sol. L'action du gouvernement, dans ce domaine, a des répercussions immédiates sur la manière de vivre des habitants d'un secteur à être revalorisé, ce qui crée une série de problèmes d'ordre social. C'est pourquoi, il est nécessaire que les objectifs et les limitations des projets de rénovation urbaine soient compris du public et intégrés aux services sociaux de la communauté.

Objectifs:

La rénovation urbaine a pour but de fournir un habitat convenable aux familles touchées par ces projets. Les problèmes sociaux et économiques des secteurs à l'étude doivent être connus et servir de base aux objectifs qu'on se fixe.

Limitations:

Les commissions de rénovation urbaine ne sont pas des agences de bien-être social. De telles agences, publiques ou privées, existent déjà et elles ont l'expérience nécessaire pour rendre les plus grands services dans leur domaine. Cependant, il est sûr qu'une collaboration étroite entre les commissions et ces agences est de toute première importance.

La rénovation urbaine ne traite pas uniquement d'habitation, bien que ce soit là sa principale activité. Elle doit également tenir compte des problèmes à l'échelle de la ville. A l'intérieur de ces frontières, il y a trois domaines principaux où les projets de rénovation urbaine affectent directement ceux qui vivent dans le quartier à revaloriser et

qui doivent être étudiés en collaboration avec les agences de bien-être social.

Ce sont: (1) l'aide à la relocalisation, (2) l'aide au rajustement social, et, (3) la participation du public.

L'aide à la relocalisation:

La relocalisation a pour but de fournir aux familles déplacées des logements adéquats, convenablement situés et à leur portée financière. On peut diviser en trois catégories les familles à relocaliser:

1 *Les familles financièrement indépendantes*: Celles-ci n'ont besoin que des procédures normales de relocalisation, qui comprennent des offres d'assistance pour trouver un nouveau logement et le paiement des frais de déménagement.

2 *Les familles qui ont besoin d'une aide limitée*: A cause de leur faible revenu ou de leurs problèmes d'ajustement social, ces familles auront besoin de plus d'aide et peut-être même d'un prêt à court terme.

3 *Les familles indigentes*: Ces familles, en plus d'avoir un revenu insuffisant, sont souvent en proie à de nombreux problèmes familiaux. La relocalisation de ce groupe entraîne toujours des problèmes qui ne peuvent être résolus sans l'aide des agences de bien-être social.

L'aide du rajustement social:

Il est rarement suffisant de relocaliser les familles d'un secteur. Encore faut-il leur fournir une gamme complète de services sociaux et encourager l'initiative personnelle. Entre autre, les services sociaux à fournir devraient comprendre des conseils sur la préparation du budget familial et sur le soin des enfants, des services de garderie, l'enseignement de métiers et des services de santé physique et mentale.

La participation du public:

Le public doit être amené à participer à la rénovation urbaine. Il doit aider à résoudre les problèmes de la communauté. Aux

Etats-Unis, la participation du public est un impératif pour obtenir des fonds pour la rénovation urbaine. Les quartiers propices à la rénovation urbaine sont fréquemment dépourvus de groupes organisés. Mais lorsque ces groupes existent, ils sont d'une valeur inestimable pour définir les objectifs d'un projet et pour expliquer à la population ce qu'on attend d'elle. Quelle que soit la façon dont le public exprime ses opinions, on doit en tenir compte et favoriser ainsi sa participation au projet. Il faut trouver de nouvelles techniques pour créer une meilleure entente entre le public et les agences sociales quant à leurs responsabilités respectives dans les problèmes de rénovation urbaine.

Denis Lamarre

The paradox of the man-made environment of the twentieth century is that while it is an urban culture, never has there been such chaos in cities, nor such incipient decay.

The problem of ordering our environment reaches monumental proportions: it seems that our capacity to develop in technological and building terms is not matched by the regulatory mechanisms that ensure commodious physical and social circumstances. The checks inherent in the historic evolution of cities — a homogeneous vernacular, control by autocratic rule, style formation by the cultivated, and its *general acceptance* no longer apply.

What has emerged in the free enterprise democratic society is something less than ordered, something unstable and inefficient. This has been in the context of a profound historical event: a large preponderance of the population lives in urban areas and in many of the urban areas it is no longer possible to distinguish between town and country.

The attempts to grapple with these emergent forces have, in the main, been via solutions no longer valid, neither in content nor in form. A debased currency of clichéd answers, many of which are in fact anti-city, are imposed in procrustean fashion.

Evidence of this is in the dichotomy between plans and the market, between intentions and realization, between the true social organization and the misfitting physical counterpart. No romantic notions of the neighborhood for example, given physical realization, will in fact alter social tendencies of the age. It is in this preoccupation with answers, with an "aesthetic", that often bears the responsibility for less than successful results.

This issue of the *Journal* is an attempt to reveal the scope of the problem. It is clear many factors contribute toward viable answers. An identification of the forces, and subsequently of the tools with which to shape the required results is first necessary. There is not at this time a substantial body of theory on which to depend. This ought

to call for problem-oriented rather than solution-oriented attitudes. It is also clear that even if we did have the power to impose master plans and totally conceived schemes *at this scale*, we would not be satisfied with the results: this destroys spontaneity, the effects of local and market conditions, choice and random experience. In a word, true vitality. What is required is an order that allows complexity to exert its effect. Obviously, uncontrolled growth has not satisfied both requirements, nor has strict control produced answers appropriate to circumstances. Neither are the conflicting goals that lie in the public and private sectors resolved by our present fragmented means of renewal and development. The public sector is often lost in the realm of "comprehensive plans", cast in terms of design goals, economic development, "balanced community", tax-base increases; in the private sector, design responds to different goals; individuals seek to maximize income, personal comfort and status. These horizons are limited to lot lines and there seems to be an as yet unbridged gap between the two sectors.

How then can order be attained without suppressing the vitality to be derived from conflicting demands? How can private gain and public welfare be made to coincide? The answer lies in firstly an identification of private and public tools, of the responses to be elicited by public action. It is becoming evident that the role of the public sector will need to be bolder, relying more on incentive than control. Public agencies may be used for both planning and financial aid, to augment and regulate the market, to provide the correct climate that attracts entrepreneurial effort within welfare goals. What is needed is "capital design and town building as against capital budgeting and town planning". To achieve distinguished design, and the exciting results that must emerge from catering to the forces that are part of our age, architects need to play a decisive role. It is only by first principle thinking can this be achieved.

A.J.D.

Preface

Message from the Minister of Labor responsible to Parliament for CMHC

I heartily congratulate the Editors of *Journal RAIC / L'IRAC* and the Royal Architectural Institute of Canada for their initiative in devoting the June issue of this important professional publication to urban renewal in our nation. I am confident that your contribution to the understanding of this vital subject will be invaluable.

Under the National Housing Act, an impressive array of financial and technical aid is afforded to provincial and municipal authorities to assist them in their attack on sub-standard living and working conditions in our towns and cities. But the process cannot get very far without the continuing active participation of architects and planners everywhere.

As the Minister responsible to Parliament for Central Mortgage and Housing Corporation – which administers the NHA – I am therefore heartened by this new evidence of the concern of the architectural and planning professions with the problems of urban renewal.

It is my sincere hope that this special issue of *Journal RAIC / L'IRAC* will encourage more and more of the members of your professions to contribute their skills and talents to this significant work; that they will find in urban renewal – as have others – a most satisfying and rewarding field of endeavor.

*Honorable John R. Nicholson, P.C., OBE, QC,
Minister of Labor*

Je félicite de tout coeur les directeurs du *Journal RAIC / L'IRAC* ainsi que l'Institut royal d'architecture du Canada de l'esprit d'initiative dont ils font preuve en consacrant le numéro de juin de cette importante revue professionnelle à la question de la rénovation urbaine dans notre pays. Je suis convaincu que cet effort que vous allez faire pour aider à faire comprendre ce sujet si important sera très précieux.

Grâce aux dispositions de la Loi nationale sur l'habitation, on a prévu un ensemble impressionnant de formes d'aide financière et technique aux autorités provinciales et municipales afin de leur permettre de mener à bien leur attaque contre les logements de qualité inférieure et leurs efforts en vue d'améliorer les conditions de travail de nos villes, petites et grandes. Toutefois, ces efforts ne permettent pas d'accomplir grand chose sans la participation active constante des architectes et des urbanistes dans tous les secteurs de notre pays.

En qualité de ministre chargé de répondre au Parlement de l'activité de la Société centrale d'hypothèques et de logement – qui a pour mandat d'appliquer la LNH – je me réjouis donc de cette nouvelle preuve d'intérêt que manifestent les architectes et les urbanistes à l'égard des problèmes de rénovation urbaine.

Je souhaite sincèrement que ce numéro spécial du *Journal RAIC / L'IRAC* encourage de plus en plus les membres de votre profession à favoriser de leur habileté et de leurs talents ce travail si important; je souhaite de plus qu'ils trouvent dans la rénovation urbaine – comme d'autres l'ont fait – un champ d'action des plus satisfaisant et des plus rémunérateur.

*le ministre du Travail
John R. Nicholson, C.P., OBE, c.r., député*

Housing Renewal

Blight is common to every urban area throughout the world and the larger the complex the more prevalent is the incidence of this unhappy condition. More than 70 per cent of the Canadian population is urban in character and every city has, in one form or another, its own particular problems of overcrowding and slums. In its residential connotation, blight means housing stock in an advanced state of deterioration and obsolescence occupied by high concentrations of individuals. A succinct definition might be – bad housing occupied too intensively by people who cannot even afford such substandard accommodation.

Urban blight is not confined to residential areas alone. In some instances, it may be a mixture of residential, commercial and industrial properties. However, a blighted area that is entirely non-residential in content is objectionable by different standards. It may present an uncomely appearance or be accompanied by an environmental hazard, but it does not contain the same implications of human degradation that is the hallmark of residential slums.

The number of dwelling units in virtually all of our cities is less than the total quantity of primary family groups and non-family household groups or individuals. Apart from any economic consideration, it follows that some family and non-family households must share accommodation. But it does not follow that a simple addition to our housing stock would eliminate slums. Normal housing costs and rents are at a level beyond the ability of our nation's poor to pay.

Structures through usage and through the passage of time are subject to deterioration. This deterioration may be arrested by an outlay of money beyond the mere user costs. But slum dwellers do not have a surplus financial capacity to minimize the decline in quality and landlords will not maintain the standard of housing unless they obtain a sufficient return for the outlay such maintenance requires. Although blight has been likened to a disease, it is not epidemic in character, but if the pressure of housing increases in areas already

affected, those living in slums are obliged to extend their domain into new territories.

To overcome the problem we must not let this process determine its own course, affecting large areas at will to possible disadvantage. Rather, the health and well-being of our cities must be controlled and urban renewal – the revitalization and rebuilding of declining neighborhoods – has become one of the most essential and challenging tasks of this century.

One aspect of urban renewal which consists of the provision and refurbishment of real estate can only be accomplished at some expense. The revenues municipalities obtain through the real estate tax on residential property depends to a great extent on people's incomes. The process of urban renewal, no matter how desirable, does not automatically increase the income of the residents of an area. It follows then, if municipalities were left to their own devices, urban renewal, in many cases, would be financially impossible to contemplate.

In 1963, each province was consulted to establish guidelines for a new national housing policy and in June, 1964 the Federal government enacted several amendments to the National Housing Act, offering a total approach to Canada's urban problems. Since that date, many provincial governments with municipal requirements in mind have enacted legislation to complement and broaden the intent and purpose of the National Housing Act.

The prime area to which all of the legislation now relates is to the whole complex issue of urban renewal; utilizing redevelopment, rehabilitation and conservation practices as the broad base of community improvement action. The first calls for acquisition, clearance and redevelopment, in accordance with a city plan, of those areas beyond repair. The second is the rehabilitation of sections that can be restored through a combination of public and private investment to improve and repair existing properties, together with municipal action to provide a higher standard of community facilities.

The third is the conservation of quality areas by a program aimed at preventing deterioration through enforcement of municipal occupancy, maintenance and zoning by-laws.

The need for urban renewal can best be determined by the initiation of an urban renewal study. The Federal financial assistance, available through Central Mortgage and Housing Corporation, can be up to 75 per cent of the cost of city-wide studies.

During the 18 months prior to December, 1965, 24 urban renewal studies were initiated by Canadian municipalities, as compared to 54 undertaken in the previous 11 years. The increase is attributable to the financial and technical assistance now available from the Federal government and the provinces. Also for the first time small municipalities are actively participating in urban renewal studies.

Urban renewal studies have been completed or are currently underway in Burin District, Grand Falls and Wabana, Newfoundland; in Charlottetown, Prince Edward Island; in Saint John and Moncton, New Brunswick and in Halifax, Amherst, Glace Bay, Lunenburg, Pictou and Windsor, Nova Scotia. Three studies are being completed in Anjou, Pierrefonds and Drummondville, Quebec. Ontario studies include Cornwall, Trenton, Eastview, Ottawa, Sudbury District, Timmins, Metro Toronto, Brantford, Stratford, Welland, London, St. Thomas, Sarnia, Fort Frances, Kenora and Windsor. Studies in the Prairie Provinces are being conducted in Brandon and Metro Winnipeg in Manitoba, Prince Albert in Saskatchewan and in Lethbridge and Medicine Hat in Alberta. At the same time New Westminster, Vancouver, Chemainus and Natal/Michel/Sparwood have initiated studies in British Columbia.

The completed urban renewal studies are resulting in the planning and preparation of urban renewal schemes. Prior to the 1964 amendments to the National Housing Act, Federal renewal assistance lacked the

mechanism to enable municipalities to prepare these individual schemes with all the necessary social and economic research to ensure the success of the projected program.

Under the 1964 amendments the Federal government through Central Mortgage and Housing Corporation provides a grant to a province or municipality of 50 per cent of the cost of preparing an urban renewal scheme, including surveys, planning, economic and other social studies. The results achieved to date have confirmed that this planning process – undertaken in an orderly and professional fashion, and properly co-ordinated – is one of the most critical phases of urban renewal.

Since the amendments, \$750,000 in Federal grants have been authorized for preparation of 30 urban renewal schemes costing more than \$1.5 million. Preparation of these schemes, outlining corrective action for blighted urban areas, are being undertaken by St. John's and Corner Brook in Newfoundland; Moncton and Saint John in New Brunswick, Dartmouth and Amherst in Nova Scotia and by Trois Rivières, Hull and Montreal in Quebec. Ontario municipalities preparing schemes include Hamilton, Sudbury, Mont Joy, Toronto, Kitchener, London, Sault Ste. Marie and Port Arthur. In the western provinces Winnipeg, Manitoba; Calgary

and Edmonton, Alberta and Burnaby and Vancouver, British Columbia are also active in this field.

It is interesting to note that because of the increased Federal assistance now available, several Canadian municipalities have been able to accelerate the pace of their programs. Two concurrent schemes will not only continue but rapidly accelerate redevelopment and rehabilitation of the greater portion of downtown Winnipeg. Schemes are also setting guidelines for urban renewal in two areas in each of the cities of Sault Ste. Marie, Trois Rivières, Hamilton and Vancouver.

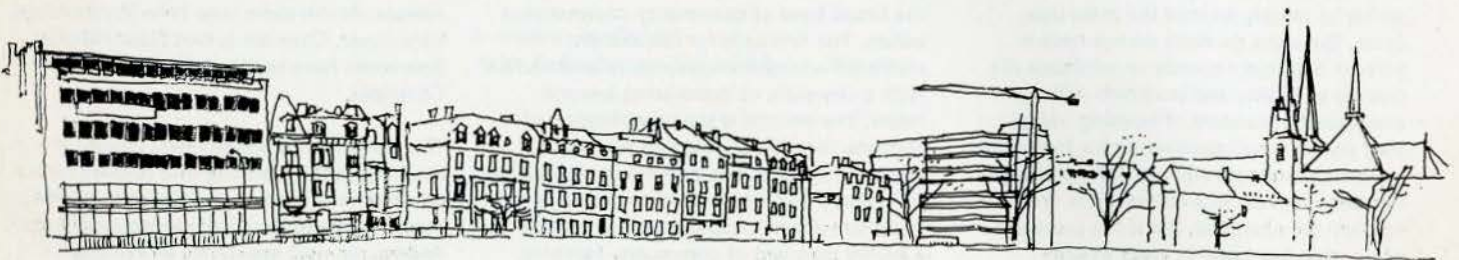
The 1964 legislative changes not only enabled Canadian municipalities to research and plan their urban renewal programs but the amendments have made it easier to actively and physically undertake the implementation and completion of urban renewal schemes. This applies not only to residential, but also to industrial and commercial areas. Federal agreements through Central Mortgage and Housing Corporation offer 50 per cent of the costs of acquiring and clearing any necessary lands in designated urban renewal areas, together with 50 per cent of the costs of construction or improvement of municipal services, parks and recreational facilities. As a further incentive, Federal assistance is also available in the form of low-interest

loans for two-thirds of those costs incurred by the municipality concerned. These Federal funds are available not only for redevelopment projects where the majority of the lands will be acquired by Federal-provincial arrangements, but also in the case of rehabilitation projects where only certain selected properties in much larger areas would be acquired and demolished by the partnership.

The amendments to the National Housing Act have generated more than \$18 million in municipal revitalization across Canada with Federal expenditures of some \$9 million.

In July 1964, Vancouver revised its previously approved 28.6-acre renewal acquisition and clearance scheme and additional Federal assistance was immediately allocated for these purposes. The overall project is now expected to cost \$6 million, for which the Federal government has now committed approximately \$3 million.

In September 1964, National Housing Act funds of some \$2.5 million were approved for development of Hamilton, Ontario's 290-acre, \$5 million urban renewal scheme. Approximately 30 acres of this area will be acquired and cleared, the other 260 acres will be extensively rehabilitated. Hamilton was the first Canadian city to take full advantage of the new legislation and the



success to date has enabled the municipality to give preliminary consideration to expanding their program to a \$10 million Federal, Provincial and Municipal undertaking.

In August 1965, three urban renewal projects were approved for National Housing Act assistance. The largest is Montreal's proposal to implement the first stage of a program that will renew and revitalize an area known as "La Petite Bourgogne", containing more than 17,000 residents. Total cost of the preliminary phase to provide neighborhood parks will cost approximately \$2.3 million with the Federal government sharing one-half the cost.

The second approval was for \$2 million in Federal funds to enable Toronto to undertake a \$4 million urban renewal scheme involving 28 acres, 12.5 of these to be acquired and cleared and the remainder to be rehabilitated together with the improvement of traffic patterns, the provision of public housing, municipal services, parks and off-street parking facilities.

Also in 1965, the Bastion Square Urban Renewal Project in Victoria, British Columbia received Federal approval and financial assistance of \$112,000 to preserve an old and historically significant district between the central business district and Victoria Harbor.

Later in the year, Federal urban renewal assistance was offered to the City of Regina to revitalize 12½ acres containing 50 dwellings isolated in a mixed industrial area. The \$340,000 revitalization program will enable the City to remove the houses from the industrial district, to relocate the families in a more suitable environment and redevelop the vacant lands as an extension to an area vital to the industries.

As mentioned, under previous legislation, Federal urban renewal assistance was only available where there was a housing content before or after acquisition and clearance. Now any blighted area may qualify regardless of its composition, and may be redeveloped or rehabilitated for the highest and best

use — for housing, industry, commerce, parks — or any purpose in keeping with an official municipal plan. This broadened field of Federal participation has brought about enquiries and discussions concerning the implementation of an additional 29 urban renewal schemes across Canada which are now under active negotiation.

Of course Federal, provincial and municipal schemes in themselves will not alone provide the solution to the problems arising from the growth and development of Canada's urban areas. Urban renewal does not reduce the need for complementary low-rental housing programs to accommodate the thousands of Canadians now living in the blighted neighborhoods of the nation. Effective renewal programs will displace many low-income families and individuals from their present inhospitable accommodation and alternate housing must be provided either in the urban renewal areas or elsewhere within the municipality.

Previous Federal-provincial low-rental housing legislation has been continued but in addition these partnerships may now build or acquire projects which go beyond the provision of family accommodation to include the construction or acquisition of housing for single persons and senior citizens in hostel or dormitory dwellings. The Federal government shares 75 per cent of the costs, profits and losses of these developments with the remainder undertaken by the provincial or municipal partners.

Since the amendments to the National Housing Act, \$9 million in Federal funds have been committed for 960 Federal-provincial dwellings, and further projects are actively under consideration which envision the erection or acquisition of additional housing units across the nation.

Under a separate provision of the Act, Central Mortgage and Housing Corporation now offers 90 per cent public housing loans to any province, municipality or public housing agency for the construction or purchase of dwelling units for subsidized rental to low-income families and individuals.

Through this assistance provinces and municipalities can plan their low-rental programs and obtain mortgage assistance for their completion or acquisition.

The Province of Ontario has made wide-spread use of this new source of financial assistance, resulting in 51 loans for 1,307 new units and 1,855 existing units for a total National Housing Act commitment of \$40 million in less than two years. These new projects are being developed throughout the Province in such communities as Midland, Cochrane, Listowel, Mattawa and Calvert, as well as Toronto, Sudbury, Fort Frances, St. Thomas, Windsor, Hamilton, Woodstock, London, Ottawa and Belleville.

Preparation of a bill to establish a General Housing Assistance Act will enable the Province of Quebec to initiate programs. The new Act will incorporate the Quebec General Housing Corporation as a Government Agency for the purpose and after detailed study of housing needs of more than 60 municipalities, being undertaken with Federal and Provincial financial assistance, the Province will initiate comprehensive rehousing schemes to remove blighted living conditions.

At the same time, the Ontario and Quebec programs are being carefully studied by several other provinces. Their interest in these new and expanded forms of Federal low-income housing assistance gives every indication there will be increasing use of these new concepts during the coming years.

Today, there is a growing concern for the adequacy of our civic assets and for the volume and quality of our nation's housing stock. Municipalities in Canada are now in a position to initiate large-scale urban renewal and public housing programs — programs that can be individually tailored to their specific requirements.

It will require the talent and enterprise of all Canadians, coupled with the facilities now available, to mount a nation-wide program to make our cities, towns and villages an expression of modern urban life.

Five Urban Renewal Projects

Blackhead, St John's
Scotia Square, Halifax
Centre Ville, Trois Rivières
Edmonton, Alberta
Bastion Square, Victoria

A historical view of urban settlement is a cycle of unco-ordinated growth, decay, and rebirth. The shift from a rural to an urban economy in the postwar years has resulted in both the acceleration of urban growth and the need to renew the older parts of our cities. As renewal in Canada is mainly motivated by the search for private gain in the changing pattern of city development, private enterprise has played and will continue to play a major role in initiating renewal action.

Often private renewal action is thwarted in areas of necessary comprehensive action by the complex relationship between public objectives and resources and those of private individuals. If fully understood, however, this relationship can result in complementary as opposed to conflicting interaction. It is for this reason that public intervention is necessary by the acquisition of land, the restructuring of the transportation network or the creation of urban amenities and the provision of services and for which private enterprise has little direct interest or responsibility. Certain renewal action may only be economically justified as a long-term investment for the city; some action, involving human poverty may never be economically feasible. In both these cases which lack financial gain, private enterprise has understandably shown little renewal initiative.

The planning profession in Canada was born out of the need to control and direct the pattern of growth and renewal, and one of its primary objectives was, and still is, to foster an awareness of the need for an overall strategy for public action in order to use the limited resources to the greatest advantage. We are presented with the challenge of applying great skill and care in the use of Federal and Provincial urban renewal and housing legislation in order to make it work as a catalyst for imaginative public action and a stimulus to private enterprise. The burgeoning peripheries of our cities have demanded extensive consideration and financial resources over the postwar years, often at the expense of the older parts of the urban fabric. Perhaps, because of this, the phenomenon of change in the city is the least understood aspect of our urban environment, presenting as it does the almost overwhelming task of relating social, political, economic and physical objectives under the most difficult of conditions.

In striking an objective balance between these objectives of renewal there is no consistent hierarchy of importance. While much is known and has been written on these individual criteria, little is known of the effect of their interaction. The role of the urban designer is to translate these disciplines into a functional and imaginative physical environment which recognizes the underlying social and economic problems.

The cohesive and functional environment of many historic cities, while rightly a credit to the designers of the day, was largely made possible by the simple socio-economic criteria of the times. Our present day North American society, described as enjoying the highest private standard of living and among the lowest public standards of living, affords the paradoxical challenge of establishing a basic urban design discipline, within which the dynamic forces of our private enterprise system can still flourish, and at the same time, meet the desired public goals for the community. The architectural profession has the responsibility of ensuring that in the renewal of our cities today, the complex individual and collective objectives, which are the concern of so many other professions, are physically expressed in imaginative and pleasing terms befitting the aspirations of man in society.

Blackhead, St John's, Newfoundland – Community Renewal

The City of St John's lies on the north side of a large safe and dramatic natural harbor. In contrast to this historic urban development is the stark beauty of the Southside Hills that close and protect the harbor. The community of Blackhead has a population of about 1400 and is located beyond the first crest of these hills; out of sight from the City of St John's, though only a mile



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distant. The community of Blackhead came into being about forty years ago during the depression period when immigrants to St John's from the outports could find neither the employment nor accommodation which they anticipated the City could offer. As a last resort, these people, who valued their social independence, were given free access to the Crown Lands over the crest of the Southside Hills as well as second hand lumber and the tax free right to build homes.

This marginal development continued to grow up to the end of the last war. Over the years, minimal community facilities centred around the Roman Catholic Church and School were established. The nature of the terrain which ranges between rock outcropping and bog made the provision of services of any kind economically prohibitive within the resources of the community. Furthermore, the majority of the houses are minimal in size and substandard in construction and services. In contradiction to this, the community spirit and pride of independence of this community has always expressed itself, and in the more prosperous postwar years there has been evidence of improvement to their properties. The basic problem of piped services and decent roads has to this day, however, remained a problem beyond the ability of the residents.

Various studies show that the educational and income levels of the community are very low. Unemployment is high, but at least the low incomes are offset by the absence of any municipal taxes and little or no debt burden against the houses.

In 1961, the City of St John's, in partnership with the Provincial and Federal Governments, undertook an Urban Renewal Study prepared by Project Planning Associates for the metropolitan area. The renewal of Blackhead was high on the list of priorities among the many recommendations of that Study. The Study recognized that the problem of Blackhead posed a basic dilemma; any renewal program for the community should either be one of comprehensive clearance and relocation or of comprehensive rehabilitation. The argument for clearance

recognizes the almost universally substandard condition of the houses and the total absence of piped services and proper roads. On the other hand, the rehabilitation approach recognizes and attempts to capitalize not upon the material fabric but upon the social fabric, namely the strong spirit of social cohesion and pride of independence.

It is interesting to note that the total cost is not a critical factor since either course of action, whether clearance and relocation or rehabilitation, will require a heavy expenditure of public money.

Early in 1965, the St John's Metropolitan Board, responsible for the administration of the area, obtained the approval of the Provincial and Federal Governments to prepare an Urban Renewal Scheme for the total community of Blackhead. Project Planning Associates were appointed to prepare this scheme. Their terms of reference were first, to establish whether the installation of basic piped services to the area and a decent standard of roads, including an access highway from the harbor area up the steep slope of Southside Hills, were physically and economically possible. If feasible, they were then asked to study the comparative social and economic advantages between the rehabilitation of the area or its clearance and the relocation of the families to parts of the City of St John's. In addition, they were required to recommend on layout, design and construction standards and the desired level of community facilities.

The Consultants' report substantiated the feasibility of providing roads and services for the area and favored, on economic and social grounds, the rehabilitation of the area augmented by minimal clearance complemented by new residential development.

While accepting the Consultants' recommendations on roads and services, the Partnership was uncertain that the social objective of maintaining the spirit of the community would be best served by a program of rehabilitation.

The relative physical isolation as opposed to

relocation of the community and its immediate social integration with the City proper; the continuing pride of home-ownership as opposed to rental accommodation in the City; the comparative isolation of the children of the community as opposed to their integration, if relocated, in the City's education system; the effect upon the individual spirit of independence by the inevitable need to assume ongoing taxes or other expenses, and similar factors in terms of employment opportunities are almost impossible to prejudge.

While these social problems have not been conclusively resolved, it is appreciated that immediate action is essential. Work is going ahead to carry through this renewal program for Blackhead on the basis of the physical rehabilitation of the existing community. The further decision to conduct a continuing examination of the social effects of this action as it proceeds will provide a yardstick of the overall success of the measures being taken.

Halifax, Nova Scotia – Central Business District Renewal

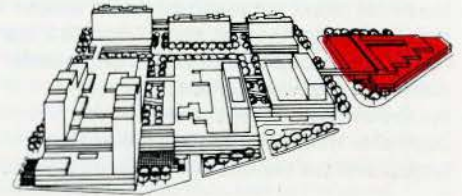
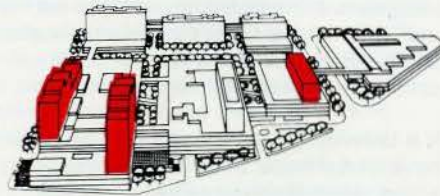
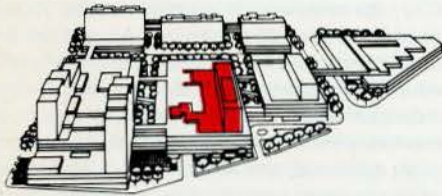
Following an Urban Renewal Study undertaken in 1957 by Professor Gordon Stephenson which established certain priority areas for renewal action, the City in partnership with the Federal Government and with the approval of the Provincial Government undertook the acquisition and clearance of approximately 17 acres of blighted residential properties located immediately adjacent to the existing Halifax Central Business District. This was facilitated by the prior construction of the Mulgrave Park Federal/Provincial Housing Project which was required to accommodate, in accordance with the National Housing Act, those people in need of adequate housing because of the projected clearance action.

In 1962, the City in partnership with the Federal Government called for proposals which indicated the permitted land uses and densities as well as the discipline of a major road realignment through the area. The call for proposals at that time reflected

Scotia Square, Halifax, NS
 Central Business District Renewal
 3
 Hotel
 Hôtel
 4
 Office Buildings
 Bâtiments commerciaux
 5
 Trade Mart
 Centre de commerce
 6
 Shopping Arcade
 Arcade à boutiques

7
 Parking
 Stationnement de voitures
 8
 Housing
 Logement
 9
 Location of Central Redevelopment Area
 Emplacement de la zone centrale du redéveloppement
 10
 Phase I
 11
 Phase II

12
 Phase III
 13
 Phase IV



3

the commonly held assumption that mixed residential and commercial development of modest density would be appropriate. This judgement was required to be made in advance of any overall plan for the City. This assessment seemed justified since no Canadian developer responded to the call. The one response, by an English development group, brought forward a scheme which proposed a scale and intensity of commercial and residential development greatly in excess of the existing or future Halifax development potential. The Partnership on the advice of an independent advisory group, including Professor Stephenson, rejected this proposal but in the absence of

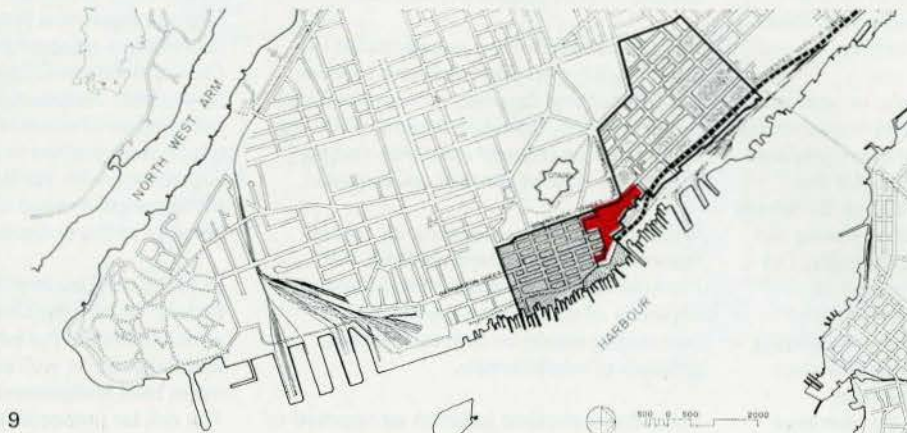
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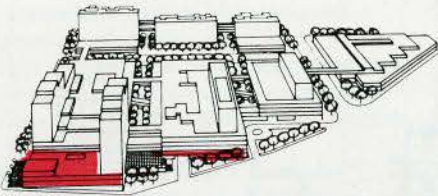
any other proposals did entertain to negotiate a revised submission with the English group. The Partnership required that the developers commission experienced architects and planners to advise on the drastic design revisions considered necessary. Sir Robert Matthew in association with Professor Johnson-Marshall, eminent British architects and planners, were commissioned for this work. They prepared a scheme of greatly reduced development intensity which was also integrated with the overall traffic pattern of the City's then prepared CBD Plan. While this design was accepted, the negotiations came to an unsuccessful

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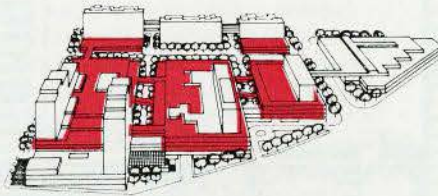
conclusion in mid-1965 through the inability of the proponent to meet his development commitments. At that stage, the Partnership agreed not to entertain the risk of inviting further over-sized proposals for this area, and consequently, decided by means of a market and feasibility study to ascertain the projected viable development potential for all uses in the CBD as a whole, and their proportionate allocation for the redevelopment area in question. This Study financed by the Federal/Municipal Partnership was undertaken by Canadian Urban Economics Limited and completed late in 1965.

By its very nature this Study relied heavily

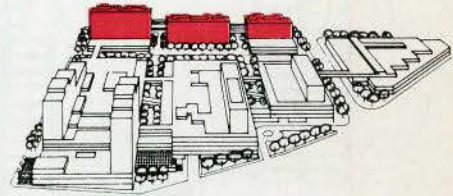




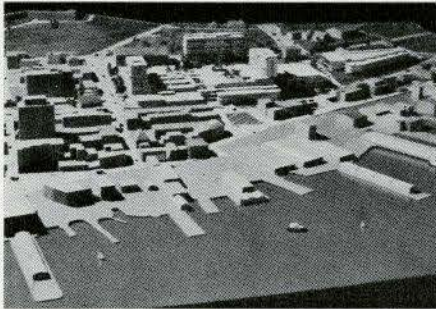
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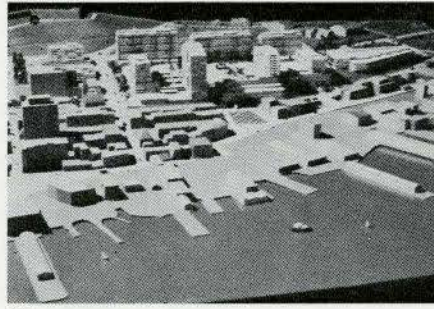
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on population and buying power projections for the metropolitan area which in turn had to be apportioned to the CBD and more specifically to the redevelopment area in question. The outcome of this economic study as it related to the renewal area was to recommend that the commercial retail component should be reduced to approximately half the floor area as proposed by the original development group.

In assessing private development, the Partnership had from the outset maintained three basic criteria, namely quality of design, tax returns and prospective success. Understandably, there was an apparent conflict between the criteria of maximum tax return and the economic consultant's recommendation to reduce the intensity of development. It was appreciated, however, that the study terms of reference pertained to the CBD as a whole and not solely to any exclusive portion of it. Consequently, the criteria of tax return for the redevelopment area had to be assessed with due regard to the tax return potential of the remainder of the CBD.

A revised call for proposals taking into account the economic study, the City's then completed CBD plan, and overall major highway proposals affecting the above, was issued late in 1965. From the three proposals received, and under review at time of writing, there is every chance of achieving

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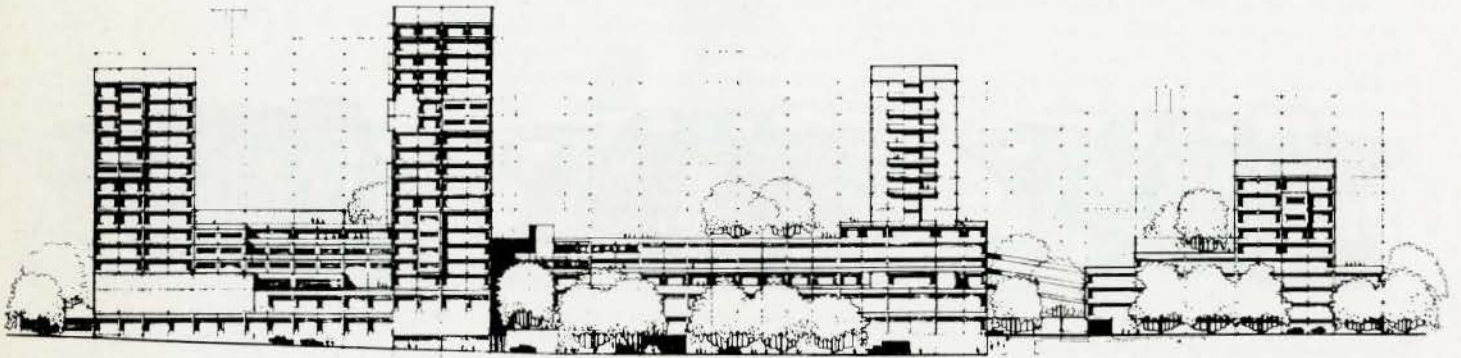
Elevation from Barrington Street

Élévation de la rue Barrington

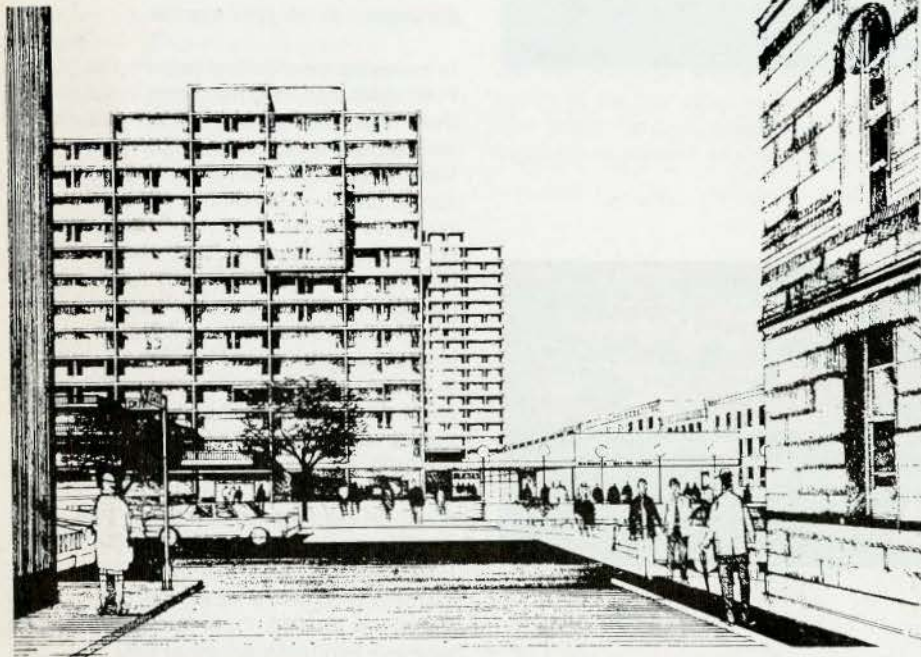
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View from Argyle Street

Vue de la rue Argyle



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a satisfactory proposal which will be both imaginative and sympathetic to the existing and potential physical character of Halifax and in balance with the overall economic development potential of the City.

Much has been, and will be continued to be learned about the economic problems inherent in the renewal of such complex commercial areas. The City of Halifax is to be commended on its wisdom and patience to date in seeking a totally viable development in the face of the understandable pressures to give way to expedience.

Trois Rivières, P.Q. – Centre Ville

The Trois-Rivières Centre Ville project is of particular interest in that it is the first comprehensive downtown civic/institutional centre to be undertaken with assistance from Federal urban renewal legislation. It will probably be the first project of this type to be completed under the broadened terms of the 1964 revisions to the National Housing Act.

Trois-Rivières is one of the oldest settlements in Canada, tracing its history back to the voyage of Cartier in 1535 and to its official foundation as a city in 1634. In 1650 the basic survey was undertaken laying out lots of 120 feet square and establishing the road patterns that remain today.

In 1962, the necessity for a renewal program was apparent in order that this rapidly expanding community of approximately 60,000 persons could continue to develop in accordance with its objectives and aspirations. Consequently, a study was begun to permit the comprehensive analysis of renewal problems leading to proposals for the formulation of a long range program.

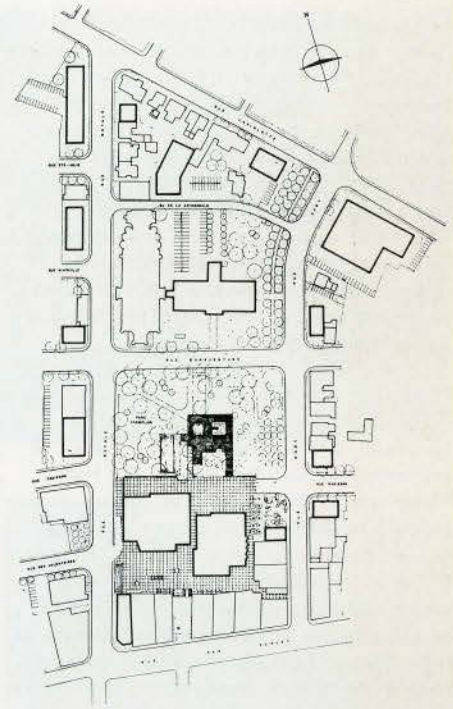
The Study was carried out under the direction of Georges Robert, Urbaniste, and was published in March 1964. Twelve areas recommended for priority renewal action were defined. The first was the Ste-Cecile Parish where a large area of substandard housing exists near and subject to the blighting influence of a substantial industrial complex. This first priority was recommended as a pilot project, leading to a greater understanding of residential renewal problems in the City.

Priority two in the Study covers the worst area of housing and blight in Trois-Rivières, located in an area corresponding approximately to the Parish of Notre Dame de la Paix. The history of this particular section is complex enough to form the basis of an article in its own right, and the City is now undertaking the renewal planning necessary to tackle this particular social and economic problem.

With the wider scope offered in 1964 by the new federal legislation, the municipal priority of renewal action focused initially on the section of the downtown area containing the town hall, fire and police station, municipal park together with the Cathedral and its environs. This choice is uncontroversial, benefits the community as a whole and is almost certainly assured of success. In addition, the municipal renewal program gains valuable initial organizational experience in tackling a problem less complex than those involving considerable social upheaval and household relocation, and where the satisfactory reuse of the area is assured.

The 20 acre scheme boundaries are basically Laviolette, Hart, Des Forges, and Royale, although the properties on both sides of Hart and Royale were included for consideration being critical to the scheme. The renewal scheme was prepared under the direction of the City Planner, Mr Andre Laneville and his staff, much of the architectural work being undertaken by Mr Leclerc, a local architect.

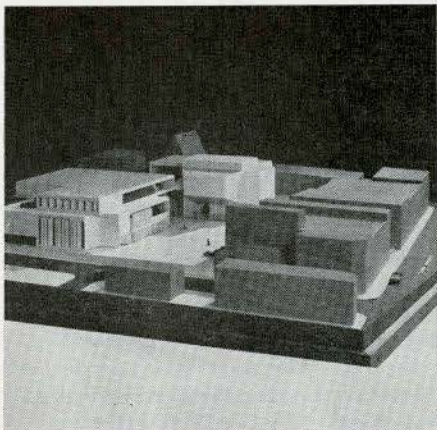
The main problems of the Centre Ville area were well known prior to commencing the scheme. The City Hall was entirely inadequate for its purpose, and previous City studies had shown that a new building was a better proposition than the alternative of remodelling



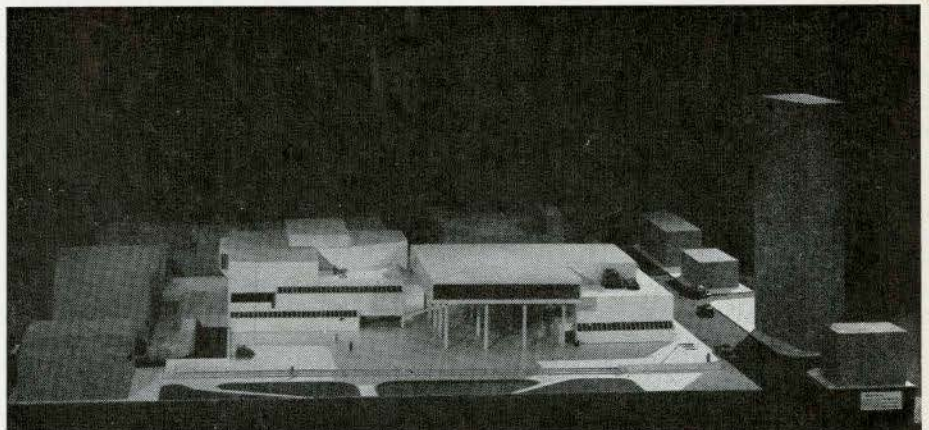
LEGENDE

-  BATIMENTS A CONSERVER ET A RESTAURER
-  BATIMENTS A CONSERVER ET A RECONSTRUIRE
-  AMENAGEMENT PARADISQUE

EGALITE D'UNITE 1:100 NOVEMBRE 1964



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and extending the present building. The nearby fire hall was inadequate and poorly located; the park cut off from the principal commercial street of Des Forges and the commercial property itself showing signs of decline in terms of use and upkeep.

There were a few houses in fair to poor condition, intermingled with parking lots and storage areas. In general, land was inadequately used and multiple ownership prevented the area from being properly and comprehensively redeveloped.

The basic redevelopment proposals are shown in the accompanying illustrations. It is proposed to retain the existing commercial properties on both Des Forges and Hart Street, and at the rear of these properties to create a pedestrian civic plaza over underground parking for some 250 cars. The plaza will form the setting for a new City Hall, and in addition a Centennial Arts Centre will be erected. The commercial buildings to remain around the plaza will be encouraged to rehabilitate their premises and in particular it is hoped that they will open small boutiques onto the plaza, creating diversity of interest and giving encouragement to pedestrians to enter and use the general area. The plaza will connect directly to the rehabilitated municipal park area, the intervening street eliminated and the combination of plaza, park and cathedral setting will complement each other to the best advantage.

The total cost, excluding buildings, but including certain elements of the plaza and parking structure will be approximately \$3,123,000 of which the Federal Government will contribute approximately 50%.

The scheme is being undertaken in general conformity with Master Plan proposals for the downtown area. An important aspect of the scheme is the proposals for general and architectural controls essential to the continued preservation of the area when the scheme is completed. A further aspect is the encouragement of the abutting commercial enterprises to participate. The City will undertake the preparation of schematic designs to illustrate the possibilities for particular properties with respect to the

overall design. If success can be said to hinge upon a single critical factor, this would be the willingness of these abutting commercial companies to rehabilitate and to remodel their properties in harmony with the objectives of the overall scheme.

A most heartening fact is the seemingly unanimous endorsement of the proposals by the population of Trois-Rivières as a whole. Much of the credit for this is due to the manner in which the Mayor, and the City Planner have communicated their enthusiasm for renewal to the many public meetings which have been held. With this initial renewal project completed the City of Trois-Rivières will be much better equipped in terms of both community support and technical and administrative organization to deal with the problems of substandard housing which remain to be solved.

Edmonton Alberta – A Comprehensive Urban Renewal Program

The Metropolitan area of Edmonton has experienced two major periods of substantial growth, from a population of 300 in 1880 to some 70,000 in 1914, and during the last twenty years an increase of some 220,000 persons. The existing population of 350,000 is expected to increase to approximately 660,000 persons by 1980.

The problems facing Edmonton are common to many rapidly growing cities, how to plan for new development and how to alleviate the substandard conditions of the present urban fabric and provide opportunities for private redevelopment.

In 1964 the City of Edmonton completed a Study which assessed the extent of residential blight and determined the public and private remedial action necessary. The following paragraphs briefly describe the renewal program of the City.

The renewal study confirmed that, although Edmonton has not the concentrated slum conditions of other cities, substandard housing is scattered to a surprisingly large degree throughout the community. Some 4,200 residential units (6% of housing stock) are

seriously dilapidated, and taking into account other factors such as overcrowding, unsuitable environment, etc., some 32,700 persons or nearly 10% of the population are in need of better housing accommodation.

In addition, rapidly expanding commercial and industrial components are under pressure to expand, especially in the downtown area, requiring municipal guidance and assistance in order that they can develop to meet individual as well as community objectives.

The out-of-date transportation network of the community cannot handle satisfactorily the present and future volume of traffic. To understand this problem the City undertook a transportation study, and adopted basic recommendations for new major highways affecting the priority of other public works. Therefore to tackle the renewal and transportation problem with the resources available to the municipality, a program of priorities has been established.

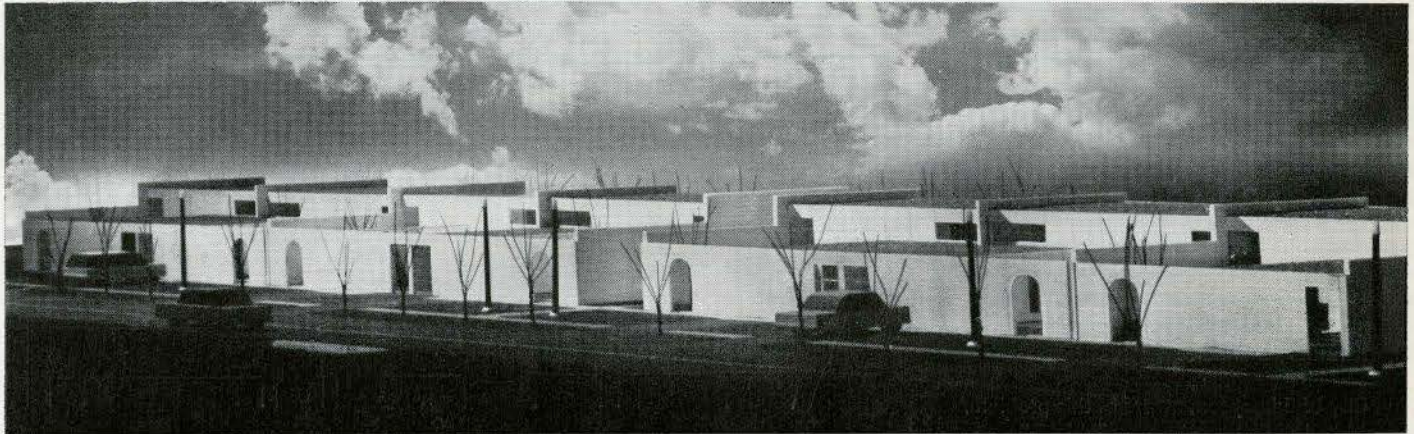
An initial priority involved the Queens Avenue area, an industrial section with scattered substandard housing. In removing the housing, rehousing the people so displaced and rehabilitating the industrial area by the improvement of public services, this first project offered the City staff an opportunity to gain renewal experience before tackling more complex areas of need. Unfortunately, the implementation of this renewal scheme has been delayed pending critical decisions on major highways in this area. Similar redevelopment projects of particular blighted pockets of substandard residential properties are scheduled for later action.

On a long term basis the City is starting a program of voluntary acquisition of property in the River Valley area of the North Saskatchewan River, with the objective of returning much of this valuable land to park and recreational use for the benefit of the community generally.

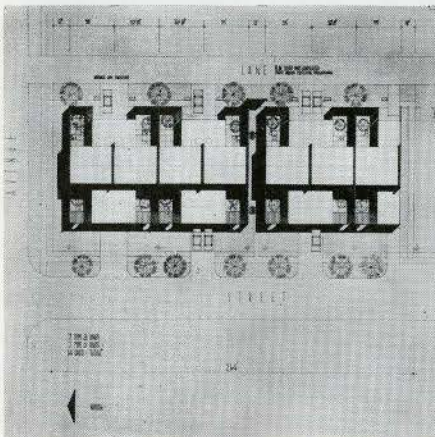
A major program of renewal is proposed for the downtown and the City is preparing terms of reference for an urban renewal scheme for this area. Within this area the

Patio Housing, Edmonton, Alberta
Architect, Ronald L. Maltby, of Dennis and
Freda O'Conner and Maltby

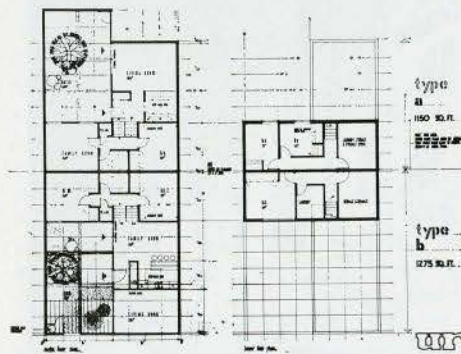
- 19
- Model*
- Modèle*
- 20
- Site Plan*
- Plan d'emplacement*
- 21
- Main and Lower Floor Plans*
- Plans du rez-de-chaussée et sous-sol*
- 22
- Section*
- Coupe*



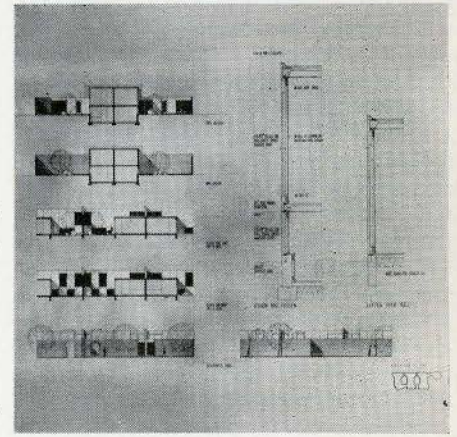
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City will determine what public renewal action is necessary to bring about the Civic Centre complex, and the action needed, public and private, to create conditions where all the substandard conditions and blighting influences are eliminated and the communities' objectives for the area achieved.

Adjacent to the downtown, the "skid row" area of Edmonton creates special problems in terms of renewal action. While the solutions to these problems may not be known, it is clear that the answer does not lie with total clearance and redevelopment without concern for the inhabitants. These inhabitants include the very lowest income family

groups as well as many elderly single people, mainly men, in addition to the more obvious social derelicts associated with such areas. They are collectively served to varying degrees by the cheap food and clothing stores, cafés, taverns, hotels and rooming houses that obtain a marginal existence within such economic conditions. The removal of these facilities would cause severe hardship to the area inhabitants who already exist in tragic circumstances. The City of Edmonton realizes that renewal in physical and economic terms must follow a program of social rehabilitation, and a study of the social problems involved is proposed to assist in the establishment of this program.

The balance of the City's renewal program contemplates "Neighborhood Improvement" of the older or more blighted area, together with conservation action for the areas presently in good condition. Neighborhood improvement will entail action to eliminate scattered dilapidated properties, to remedy unkept boulevards, gardens and lanes, heavily trafficked streets, inadequate school, park and other recreational facilities, municipal services, etc. The development of active citizen participation and the provision of incentives to encourage private redevelopment and improvements are fundamental to the successful implementation of these improvement proposals. Conservation in the

Bastion Square, Victoria, BC

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Plan

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Model

Modèle

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Former Court House now being converted to Maritime Museum

L'ancien Palais de Justice a été transformé en Musée Maritime

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View from former Court House

Vue de l'ancien Palais de Justice

form of maintenance and occupancy by-laws, development controls, etc. will be undertaken as permitted by Provincial legislation.

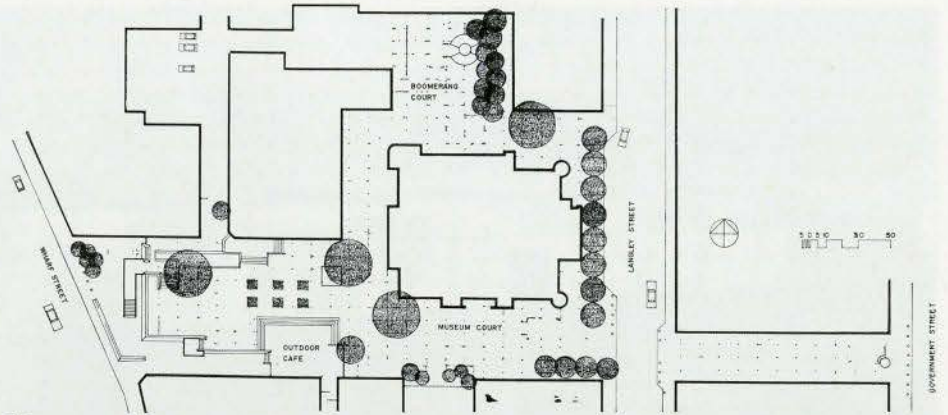
In order that renewal involving relocation of residents can be undertaken, it is essential that a bank of housing exists into which they can be moved. In fact many communities enthusiastically proceed with renewal planning without regard to the need for rehousing provision. The result is that the renewal planning comes to a halt sooner or later, or even worse that families are displaced in an arbitrary manner.

The City of Edmonton, aware of this problem, considered the alternatives available. The implementation of the entire renewal program would require over 11,000 new units in addition to those required for the normal expansion of the community. A substantial proportion of these 11,000 units will need to be subsidized.

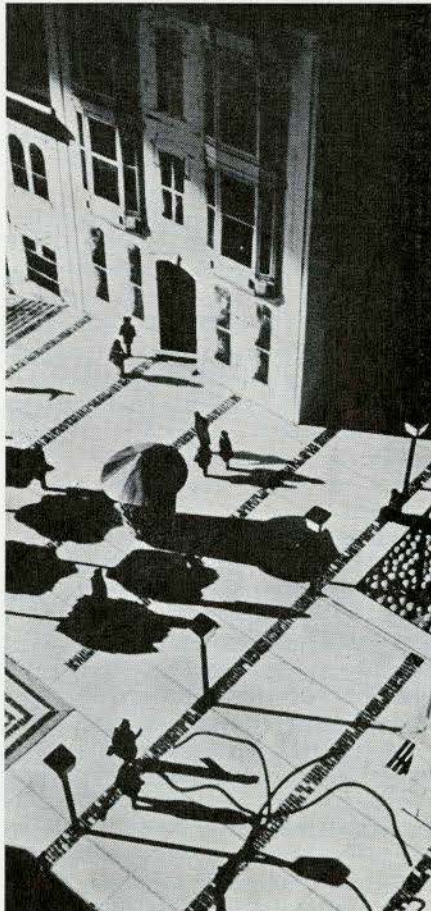
Large housing projects are not seen to be the answer by the City, rather a program of acquiring and converting particular existing properties for public housing use, also the development of new patio housing integrated in small pockets into existing neighborhoods. This allows residents to remain in their neighborhood while the new patio housing provides also direct replacement of existing blighted accommodation with a design having a character sympathetic to the general area.

In order to determine how this integrated housing could be undertaken, the City held an Architectural Competition for patio housing, with a minimum private amenity area of 400 square feet for a hypothetical site (typically part of a pre-1914 subdivision) consisting of eight consolidated 33'0" lots, normal residential street frontage and rear lane. No limit was placed on density or on unit widths. A basic module was sought capable of a variety of groupings adaptable to particular locations. The solutions offered by the competition are briefly illustrated.

More solutions of this nature are required from architects to enable the solution of the



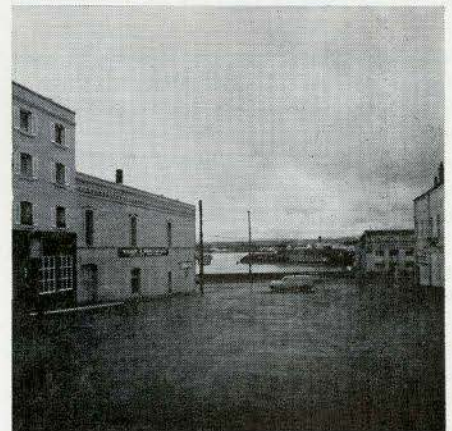
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many aspects of the problem of providing economically viable and socially acceptable housing within the context of the renewal of urban areas across the country. In addition the more complex social problem of housing the "skid row" unattached single person will be placed in better focus following the City of Edmonton's studies.

Bastion Square – Victoria, B.C.

Renewal action in the City of Victoria, BC commenced with a comprehensive renewal study, completed in 1961, covering the needs of the community. Renewal undertaken so far includes the Centennial Square project which involves the development of a civic complex based on a rehabilitated and extended town hall, and the Bastion Square renewal project discussed below. Renewal planning is also being undertaken for a large area of the City in the vicinity of Rose and Blanshard Streets.

Bastion Square was developed to form part of the original City adjacent to Fort Victoria on the harbor frontage. Varying in height from two to five storeys and including several architectural styles, the buildings form a pleasant grouping, having good urban scale. Its original prosperity as a business centre was related to the mercantile importance of the settlement. However, with the expansion of the City and the relative lessening of the economic importance of shipping trade, the business district moved from the vicinity. Bastion Square declined, with the business houses being progressively changed to warehousing. This decline was accentuated following an epidemic which vacated buildings around the Square. The Court House located centrally within the Square gave prestige to the area, but eventually this fell into disuse and what landscaping still survived succumbed to the pressure for carparking. The same situation existed generally along the whole harbor frontage, and the downtown of Victoria was divorced from the waterfront by an area of economically marginal uses and vacant premises, poorly maintained or entirely neglected.

The growing awareness of the need for

renewal generally within the last few years enabled attention to be focused upon the need to reclaim the waterfront for community use, to connect the harbor with the central area and to promote the establishment of a system of pedestrian walkways throughout the downtown area. In addition, the historical value of Bastion Square and its potential in contributing to these objectives was realized.

The City wisely prevented the threatened destruction of two key buildings associated with the Square, the Duncan Building and the Board of Trade Building. This was achieved by the purchase of these properties and their resale to selected companies with the covenant that they be preserved and maintained in accordance with the renewal objectives for the area.

The old Court House building, temporarily used for municipal offices is to become a Maritime Museum. Situated within the centre of the Square, this building is significant historically in that it represents one of the first reinforced concrete structures to be built in Canada. In addition, the City has commenced a program for public parking. A multiple parking structure erected to abut the Square made feasible the idea of excluding the motor car and using the area for the pedestrian.

The former City Architect had the design problem of restoring the Square generally to practical use by relating the existing buildings of varied present use and occupancy and achieving both a functional and visual link between the harbor, the Square and downtown Victoria. The nineteenth century origin was respected, but new ideas were introduced to create a design attractive to the resident and visitor and meeting the basic planning objectives of the City.

Apart from the action undertaken to prevent demolition of the Duncan and the Board of Trade building, and the rehabilitation and conversion of the old Court House, no public action in the form of acquiring buildings surrounding the Square is contemplated. Exterior renovation by individual owners abutting the Square is, of course, essential.

This is being achieved by the initiative of the owners, with the encouragement of a City program of consultation and advice as to the most effective action desirable. Such a former program has successfully sponsored a "Downtown Victoria Paint-up Plan", and it is evident that the combination of civic pride and the importance of the tourist industry provide an especially suitable climate for such private rehabilitation action. Protection of the Square from uncontrolled advertising and signs will be in the form of appropriate architectural controls yet to be determined.

The eventual proposal, commencing from the downtown Government Street and linked to a future downtown pedestrian mall circulation, envisages the development of Bastion Street, between Government and Langley, as a pedestrian mall. This mall (still to be finalized) provides a narrow but effective lead into the Square, opening up to reveal the Maritime Museum and the landscaped Square. A crosswalk over Langley gives access to the Square and a kiosk advertising activities within the area is contemplated to guide the tourist more specifically. The Square itself will be surfaced with rectangular paving which includes a brick paving pattern designed to accentuate some of the desirable directions of movement. A line of pedestrian scale lamp standards leads from Government Street into the heart of the Square.

Once in the Square the casual visitor will have the visual attraction of the harbor. Attractive landscaping, including the reintroduction of trees will enhance the character of the area. Apart from the obvious attraction of the Maritime Museum, an existing restaurant will expand its facilities into the Square, forming an open air café. Buildings within the area, hopefully the Duncan Building, are encouraged to open small boutiques onto the Square, to provide a form of specialist retail interest best suited to the scheme's objectives.

Boomerang Court, the area between the Museum and the carpark building, is treated somewhat differently but within the basic

Centennial Victoria Square, Victoria, B.C.

Project Architect Roderick D. Clack

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Ground Floor Plan McPherson Playhouse

Architect Alan J. Hodgson

Plan du rez-de-chassée du théâtre McPherson

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Square from the West

La place vue de l'ouest

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Plot Plan

Plan parcellaire

1 Senior Citizen's Recreation Centre

Centre de récréation pour des citoyens âgés

2 Existing Theatre and Scene Loft

Théâtre, construit avant la rénovation urbaine

3 Theatre Addition

Annexe au théâtre

4 Restaurant

5 Fountain Plaza

Plaza et jet d'eau

6 City Hall Addition

Annexe à l'Hôtel de Ville

8 Shopping Arcade

Passage à boutiques

9 Parking Garage

Garages

10 Police Station

Poste de police

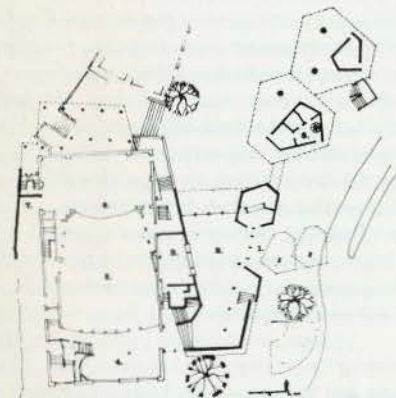
overall design discipline. It will have its own identity and interest to encourage pedestrian circulation. This includes an area of lawn and a circular stairway enclosing an aviary and leading to a bridge to the upper car parking level. There will be a round overlay brick paving pattern in this area, superimposed upon the primary pattern of the Square. The net cost of the project has been estimated at \$199,000 of which the Federal Government will contribute 50% with the Provincial and Municipal Governments sharing equally the remainder.

The success of the project seems assured, given that unsympathetic waterfront development does not take away the view of the harbor, and that the problem of service vehicular access to the buildings on the Square is adequately solved. Bastion Square illustrates what can be accomplished in many such areas of opportunity within our cities at a relatively low cost, but offering considerable social and aesthetic gain.

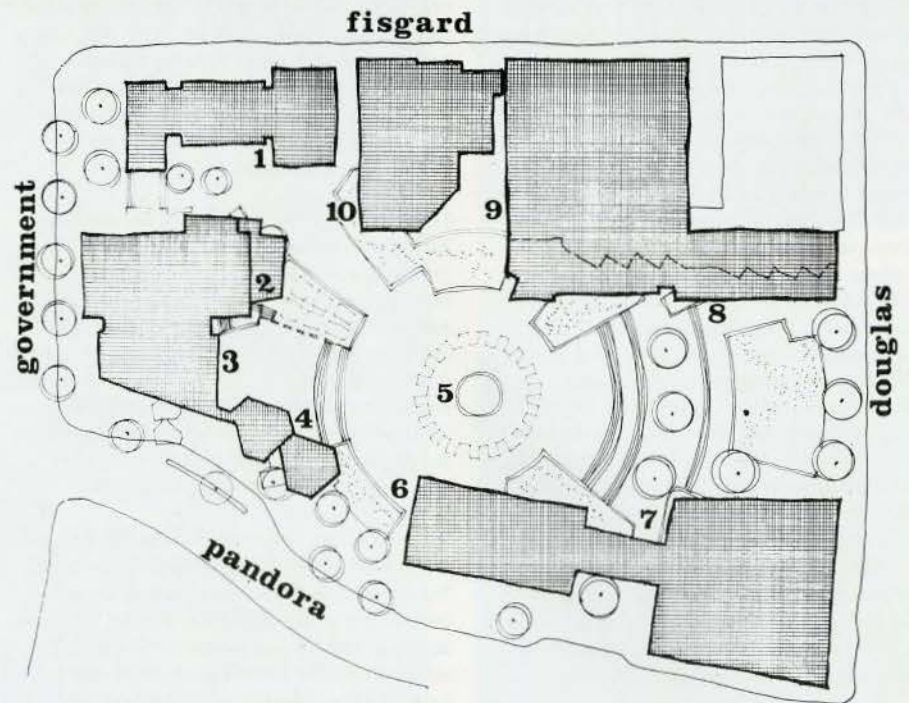
This article and the article on Housing Renewal (page 35) have been prepared for the Journal by CMHC.



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Obsolescence and Renewal in Canadian Cities

The Problem

As Canadian cities are maturing, attention is turned increasingly from one-sided concentration on planning for the new areas which are coming into urban use to the more complex problems of replanning of the areas which have been developed previously for urban uses. The patterns and structures which had been developed to serve the urban functions of yesterday are recognized as being no longer suited to serve the functions of today and tomorrow. The measures which are taken or proposed to adjust the old structure and form of cities to functions which are new either in quantity or in quality, or in both, are generally referred to as "urban renewal".

While it is obvious that the need for urban renewal arises from urban obsolescence, little is known about the process of obsolescence in its many and varied aspects. The complexity and difficulty of urban renewal arises from the fact that the old sections of our cities, while obsolete or obsolescent, represent a large material and emotional investment which should be preserved and enhanced, as far as possible.

Expressed differently, the problems of urban renewal derive from the fact that obsolescence is rarely, if ever, uniform, quantitatively or qualitatively. Quantitatively, for example, some structures in an area may be obsolete, while others are perfectly adequate. Qualitatively, structures may be sound, but the street pattern may be obsolete — or an area may be physically obsolete, but still sustain a valuable social life. Piecemeal renewal, which occurs constantly in all cities, both by private and public action, while correcting some aspects of obsolescence may perpetuate and, in fact, strengthen others. On the other hand, wholesale clearance and redevelopment, practised in many places, notably in the United States, tends to destroy valuable aspects together with obsolete ones.

It therefore appears that effective renewal policies require a better understanding of the processes of obsolescence than is now

available. Studies in this area may be divided into two groups, dealing first with processes of obsolescence and second with policies and practices of renewal; without, however, excluding studies which deal with both of these subjects together.

Group I Processes of Obsolescence

Studies in this group would attempt to identify the various processes of obsolescence and then to investigate their interaction. They would deal, for example, with the following subjects:

- 1 Obsolescence of location, *eg* a waterfront commercial area which has become obsolete by decline or relocation of a port, or a residential area which has become isolated by surrounding industrial areas.
- 2 Obsolescence of site plan, *eg* streets unsuited for increased traffic, or lots of a size and/or shape unsuited for buildings adequate for required uses.
- 3 Obsolescence of building plan, *eg* single family houses with too many rooms for contemporary household sizes, or multi-story, wall-bearing industrial structures unsuited for present manufacturing processes.
- 4 Obsolescence of structure, requiring cost of repair and maintenance not competitive with cost of new structures under present conditions.
- 5 Obsolescence of building equipment, *eg* heating, plumbing, elevators.
- 6 Obsolescence of community equipment, *eg* schools or shopping facilities.
- 7 Obsolescence of social structure, inability to either assimilate or adjust to invasion by new population groups.
- 8 Differences in rate of obsolescence of different types of obsolescence.
- 9 Correlations between obsolescence of location, site and building layout with obsolescence of structure and of equipment.
- 10 Correlations between various types of physical obsolescence and obsolescence of social structure.
- 11 Correlation between rate of population growth and rate of obsolescence.
- 12 Correlation between rate of progress — in terms of per capita income, level of living, and technical innovation — and rate of obsolescence.

Group II Policies and Practices of Renewal

On the basis of the results of the studies enumerated under "A", and/or of other information, various policies and practices of urban renewal should be studied and evaluated, by analysing past experience and theoretical models. The following approaches to urban renewal warrant investigation.

A Rehabilitation of Individual Dwellings

- 1 Rehabilitation of dwellings for use by same household type and same social-economic group.
- 2 Rehabilitation of dwellings for use by different type of household, same income group, *eg* conversion of single-family houses to multi-family use.
- 3 Rehabilitation of dwellings for use by same household type, different income group.
- 4 Rehabilitation of dwellings for use by different household type, different income group.
- 5 Comparison of cost and benefits of methods 1 to 4, respectively. Problems of relocation of former residents under 2 to 4. Criteria for applicability of methods 1 to 4, respectively.
- 6 Costs and benefits of various methods of promoting rehabilitation of individual dwellings: inspection and law enforcement, education and public relations, tax policies, credit policies, improvement of municipal housekeeping, technical aid.
- 7 Impact of rehabilitation of individual dwellings on neighbours and on environment, and vice versa.
- 8 Experience with and evaluation of various methods, used singly or in combination, of stimulating rehabilitation of individual dwellings:
 - a Law enforcement
 - b Education of landlords
 - c Education of tenants
 - d Credit incentives
 - e Tax incentives
- 9 Experience with and evaluation of activities of various agents carrying out rehabilitation of individual dwellings:
 - a Present house owners
 - b Commercial builders

- c Private, non-profit organizations
- d Public agencies
- 10 Maintenance and management of individual rehabilitated dwellings.

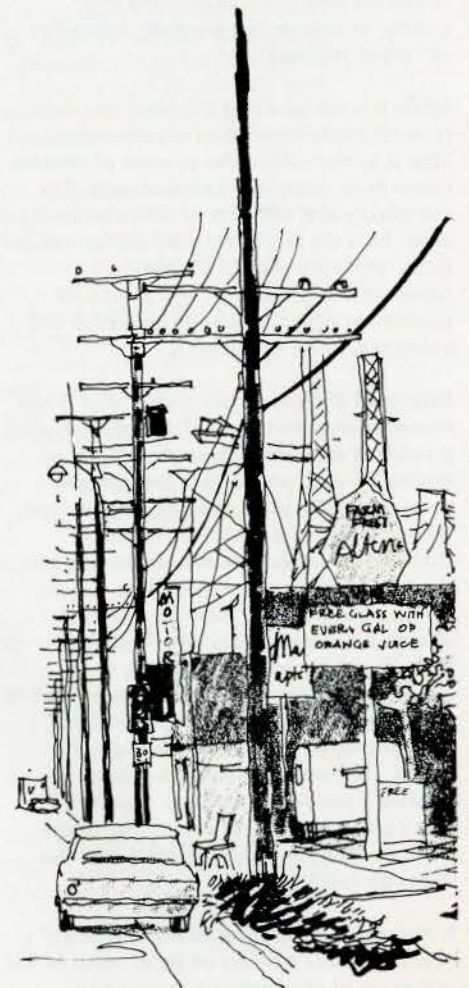
B Rehabilitation of Groups of Dwellings

- 1 Size of group subject to rehabilitation : part of block, block, street, neighbourhood.
- 2 Elements outside individual dwelling subject to rehabilitation :
 - a Rear yards – interior of block
 - b Front yard, street façades, sidewalks, street planting
 - c Elimination of non-conforming uses
 - d Provision, within block, of open spaces : parking, tot lots, sitting out spaces
 - e Provision of community facilities
 - f Rearrangement of street and path system
 - g Social structure of affected area
- 3 Experience and evaluation of various agents of group rehabilitation.
 - a Neighbourhood groups of property owners
 - b Commercial builders
 - c Private, non-profit organizations
 - d Public agencies
- 4 Techniques of accomplishing rehabilitation of groups of dwellings.
 - a Co-operation of owners (and tenants), voluntary, under social or legal pressure
 - b Land assembly by purchase in the open market
 - c Expropriation
 - 5 Ownership and management of groups of rehabilitated dwellings –
 - a Continued private ownership and management (see B4a), with or without restrictive covenants
 - b Private ownership of individual dwellings, with or without restrictive covenants, common ownership of land and community facilities (see B2d)
 - c Public ownership, with lease of entire group to other agency, profit, non-profit, or tenant-cooperative
 - d Public ownership and management as rental housing project
 - 6 Experience with and evaluation of methods of stimulating group rehabilitation (see A8)
- C General Problems of Residential Rehabilitation
 - 1 Standards for residential rehabilitation

- 2 Methods of evaluating technical suitability of dwellings for rehabilitation
- 3 Methods for estimating costs of rehabilitation
- 4 Methods of market research for rehabilitated dwellings
- 5 Comparison of feasibility, costs, and benefits of individual and group rehabilitation of dwellings

D Residential Clearance-and-Development

- 1 Historical experience in slum clearance in Canada and abroad
- 2 Ideology of slum clearance
- 3 Interests tending to favor slum clearance-and-redevelopment
 - a Owners of derelict properties and mortgages on such properties
 - b Fiscal interests of municipality (assessment and treasury departments)
 - c Administrative interests of municipality (police, fire, etc. departments)
 - d Real estate dealers, brokers, and appraisers
 - e Builders, contractors, and architects
 - f Planning and redevelopment officials and consultants
 - g Persons and groups interested in urban esthetics
 - h Privileged class and ethnic groups
- 4 Interests tending to oppose slum clearance-and-redevelopment
 - a Underprivileged class and ethnic groups
 - b Local merchants and commercial service establishments
 - c Local community groups and institutions (churches, settlement houses, etc.)
 - d Local political groups and organizations
 - e Persons and groups interested in historical preservation
 - f Persons and groups opposed to public intervention
- 5 Case studies of conflict about slum-clearance-and-redevelopment projects
- 6 Criteria for clearance of residential buildings
- 7 Comparison of costs and benefits of subsidized housing projects on slum clearance and on vacant sites
- 8 Clearance of non-blighted residential areas for more intensive residential use, by private or by public action, piece-meal or large scale



- 9 Effect of zoning, law enforcement, assessment, and tax policies on property values and on private and public redevelopment
- 10 Effect of public land acquisition for clearance on property values and on private redevelopment
- 11 Effect of public designation of "clearance" or "redevelopment" areas on investment, maintenance, and management
- 12 Problems of compensation of home owners in clearance areas
- 13 Problems of compensation of businesses in clearance areas

E Problems of Dislocation and Relocation of Residents and Related Activities

- 1 Experience of attempts to rehouse same population in new or rehabilitated buildings; size and timing of relocation units; temporary relocation, disturbance by surrounding demolition and building activities
- 2 Experience of attempts to relocate entire displaced population in new neighborhood; continuity or discontinuity of neighborhood relations and community institutions; impact on home-to-work-relationships.
- 3 Economic and social effects of dislocation and scattered relocation of residents and businesses.
 - a Compensation and re-establishment of owners and tenants, residents and business enterprises, owners and tenants of rooming houses
 - b Effect on community institutions, religions, ethnic, etc., in old area
 - c Economic and social effects in areas of relocation; effect on housing market (vacancy rate, prices, and rents); impact on home-to-work and on family and social relationships
 - d Relocation of asocial or poorly adjusted groups; role of social programs in urban renewal.
- 4 Relocation agencies: organization, financing, scope of responsibility, methods of work, qualification of staff.
- 5 Social goals of relocation: mixed or homogenous neighborhoods, preservation or change of habits and attitudes.

F Renewal of Industrial Areas

- 1 Reasons of industrial blight: obsolescence

of street and site plans, lack of space for moving, loading and parking motor vehicles; obsolescence of structures.

- 2 Rehabilitation of industrial structures without change in street and lot pattern.
- 3 Rearrangement of pattern of streets, parking and loading spaces with preservation of existing structures.
- 4 Types of industries using blighted industrial areas (marginal and incubator industries) and changes of use in such areas.
- 5 Types of industry for which old industrial areas have locational advantages.
- 6 Comparison of cost and benefit for industry and warehousing in:
 - a Old buildings in old areas
 - b Rehabilitated or new buildings in old areas
 - c New buildings in cleared and redeveloped old areas
 - d New buildings in new areas.
- 7 Reasons for public interest in renewal of industrial areas: tax income, employment, transportation, other.

G Renewal of Commercial Areas (other than CBD)

- 1 Role of individual merchants, merchants associations, and public authorities.
- 2 Improvement of store fronts, signs, street furniture, etc.; elimination of disturbing uses or structures.
- 3 Provision of parking.
- 4 Establishment of pedestrian malls.
- 5 Policies on "strip commercial" development; one side of street only or non-traffic street, or pedestrian street or arcade.
- 6 Policy concerning "marginal" commercial uses, frequently located in streets parallel to main shopping streets.
- 7 Policy concerning location or relocation of individually owned and "marginal" stores in new shopping centres.
- 8 Public land acquisition of sites for new shopping centres and public control of development of such centres.

H Central Area Renewal

- 1 Separation of pedestrian and vehicular traffic, horizontal or vertical.
- 2 Horizontal separation: provision of parking and loading spaces; bus access.
- 3 Vertical separation: adjustment to

varying floor heights; readjustment of building interiors; access from normal sidewalk level and transit level.

- 4 Provision of greenspaces with horizontal and vertical separation.
- 5 Regrouping of central city functions.
- 6 Partial central area renewal; setbacks, arcading; remodeling of fronts, signs, and street furniture.
- 7 Restrictions on moving, stopping, parking, and loading vehicles in space and in time.
- 8 Appropriate mixture of central area uses, by day and by night.
- 9 Policy on residential uses in central areas.
- 10 Role of individual owners, of downtown associations, and of public authorities in central area renewal.
- 11 Financing of central area redevelopment – non-profit organizations, special assessments, public funds.

I General Policy Questions

- 1 Interdependence of physical and of social and economic renewal.
- 2 Should renewal attempt to reverse or slow down market trends or to speed up and implement them?
- 3 Does renewal increase real estate values and tax revenues or merely shift them?
- 4 What are the roles and effects of various public tools of urban renewal: land assembly by expropriation, "write-down" of land value, tax relief, credit aids, education and guidance, improvement of municipal services, law enforcement?
- 5 Should land acquired by public authorities for purposes of renewal be sold or leased?
- 6 Should urban renewal concentrate on "clearing" the worst, stagnant or decaying areas or on removing obstacles to renewal in areas where strong demand for new and more productive uses is evident?
- 7 What are the criteria for the size of urban renewal projects?
- 8 What are the responsibilities of various levels of government for urban renewal?
- 9 What is the relation between urban renewal and city planning?
- 10 What is the most appropriate place for public renewal agencies in the administrative structures of various levels of government?

Hans Blumenfeld

The Role of The Entrepreneur in Urban Renewal

Urban renewal has been defined in many different ways. The definition given by the Province of Ontario is quite typical: "Urban renewal may be described as the total of all public and private action which must be taken to provide for the sound maintenance of built-up urban areas or for their redevelopment, whichever produces the most desirable results – socially, physically, economically, and visually."

Efforts to maintain built-up areas and develop public housing do involve entrepreneurial effort by tenants and contractors. However, the major entrepreneurial role is played by the developer involved in private and public redevelopment programs.

Virtually all of the urban redevelopment other than public housing which has taken place in Canada to date has come about as a result of private action in major centres such as Montreal, Toronto, and Calgary. In these cities, the catalytic effect of major private development has resulted in the development of other privately sponsored projects to the overall benefit of the city concerned. In some instances, these developments have been complemented by development and expansion of local public services. In others, the development of public uses such as Toronto's new city hall has provided an added boost to entrepreneurs availing themselves of a rapidly developing market opportunity. Since the role of the entrepreneur in private redevelopment projects is obvious, this article touches on the less clearly understood relationship of the entrepreneur and the public urban renewal program in Canada.

The term "entrepreneur" has been defined in the Oxford dictionary as follows: "One who organizes, manages, and assumes the risks of a business or enterprise." It may be seen, therefore, that the entrepreneur forms the backbone of the capitalistic system. He is profit oriented no matter what business, large or small, he may be in; and, depending on the kind of work in which he specializes, he is prepared to take a greater or lesser risk to reach his profit goal. The entrepreneur is by definition a *doer*. Canada's history is

filled with entrepreneurial doers from the days of the Hudson's Bay Company, and our economy flourishes today as a result of their efforts.

It is no accident that so much of our entrepreneurial effort is concentrated in the central business district. The major marketplace is still downtown – although new suburban "downtowns" have come into vogue in recent years. While much of our major industrial entrepreneurial effort is now suburban oriented for many reasons, it is equally true that much of the head office direction for this part of our economy emanates from the city centre. Not only were our cities' core areas created by entrepreneurs; but, with the help and co-operation of municipal agencies, they are inevitably redeveloped by entrepreneurs.

The cores of our cities have undergone and are continuing to undergo a process of continual change. Old industrial, commercial, and residential uses are being replaced by more intensive uses, both residential and commercial. Where this type of redevelopment does not take place as a result of spontaneous private entrepreneurial effort, public opinion may sooner or later dictate that an urban renewal program be undertaken in order to bring these areas up to the proper standard.

For the past fifteen years, vast sums of money have been expended by private, municipal, and federal government agencies in the United States on urban renewal. The remarkable and (from the taxpayer's standpoint) discouraging aspect of this monumental fiscal outlay is that there have been so few tangible results for the time and effort expended. Many of the failures in the United States' program may be traced directly to the development of plans which depended on land-use concepts for which no market could be identified. In other cases, the critical interrelationships between market opportunity, projected land uses, project goals, and future real estate tax implications on the one hand and the objectives of the developer on the other have not been clearly understood – particularly

by urban renewal officials and interested planning and government bodies. In still other cases, of course, political problems have proven a major barrier. It is expected that the present United States urban renewal legislative requirement for carrying out appropriate economic studies prior to the commencement of planning will alleviate at least one of the major difficulties experienced to date.

The outstanding success of publicly supported redevelopment activities in cities such as Boston, New Haven, Philadelphia, and Baltimore has come about only after many years of trial and error in co-ordinating public and developer interests in order to bring a finished project into being.

In Canada, we have, to some extent, sat on the sidelines during the past decade and watched the efforts of frustrated United States' communities from coast to coast as they attempted to "revitalize downtown" and "stop the migration to the suburbs". Unfortunately, the enthusiastic publicity for the successful public housing and private redevelopment schemes has masked the lack of progress in the larger number of communities.

Whether or not we have learned anything from the successes and failures south of the border is not yet apparent. Such evidence as is available, however, suggests that Canadians have, at best, learned slowly and that many of the mistakes which have thwarted redevelopment efforts in the United States have been and are continuing to be repeated in Canadian cities today.

Until recently, concrete progress with publicly sponsored CBD redevelopment projects was limited owing largely to the lack of legislation providing financial assistance from provincial and federal governments. In 1964, however, the National Housing Act of 1954 was amended to allow federal funds to be made available for urban renewal projects involving areas without residential land uses. Basic to the new requirements is the preparation of an urban renewal scheme including planning, eco-

conomic, and fiscal considerations. The future of our downtowns now looks brighter.

While the entrepreneur seldom plays more than an advisory role in the early stages of scheme development, his role as a developer is absolutely essential to the implementation of any plan. In turn, the creation of an economically viable planning concept is equally essential in attracting the developer during the implementation stage.

Experience to date suggests that the critical relationship between economic analysis, planning, and developer interest is still not clearly understood by urban renewal authorities at all levels of government.

To improve upon the current chain of events surrounding the Canadian urban renewal program, it is fundamental that a municipality realize that participation in an urban renewal program inevitably involves participation in the real estate business. Unless a community expects to develop an uneconomic complex made up entirely of publicly owned structures, it is imperative that those responsible for the urban renewal effort in a community become familiar with the basic problems of the purchase and sale or leasing of real property. Secondly, they must recognize the profit motive of the developer in participating in an urban renewal program. A real estate developer expects to earn profits in proportion to the risks involved. In this respect, he is no different from the retailer, the banker, the stockbroker, or the professional man. There are certain financial facts of life in the creation of any real estate project (including building costs, rent levels, tenant availability, and financing) which have their counterpart in any business endeavor. A planning or architectural scheme which imposes undue burdens on the developer/entrepreneur can force him to invest elsewhere. This possibility has to be weighed against possible future tax losses to the community and delays in moving a total redevelopment project ahead. The experienced developer recognizes that the most profitable projects are well planned; but, at the same time, there are practical business limits beyond which he cannot be

expected to allow his ideals to take him.

Not only must the aspirations of the developer be recognized, but the special needs of potential major tenants must also be given consideration. These involve problems of pedestrian traffic movement, automobile access, parking, and materials handling. Developers, tenants, planners, urban renewal authorities – all should strive to establish a co-operative working partnership.

The peculiar problems facing the municipality must also be carefully explained to the developer. Thus, good communications between all interested parties have to be established as early as practicable. This type of understanding can be greatly improved by the establishment of a non-political group interested in the concepts of urban renewal. This type of organization needs a leader of unquestioned integrity and should not involve a person who can be considered as having "an ax to grind". Such a group can act as a liaison committee not only between the various levels of government and municipal agencies participating in the project but also between the entrepreneurial community and the project itself. Such an organization need have no written established authority to act for anybody or any group. If properly set up, however, it gains its strength from the prestigious membership which constitutes its working body. Gentle pressures can be tactfully applied by such a group to the lasting benefit of the community without involving petty squabbles which often arise as the direct result of a lack of communication and understanding.

The Kitchener Urban Renewal Committee established in Kitchener, Ontario, in 1963 has operated very effectively alongside the Kitchener City Planning Department up to the present time. Among other activities, this group has been responsible for raising funds to cover the cost of carrying out initial studies for the city. Even without the advent of federal financing under the terms of the revised National Housing Act, it is believed likely that the co-operative climate fostered and maintained by this group would have

enabled Kitchener to plan and implement an urban renewal program of its own. Major organizations of this kind have been established in cities such as Pittsburgh and Philadelphia with much success. In the latter instance, the Old Philadelphia Development Corporation group has established a record for getting results which are truly extraordinary.

It may be seen, therefore, that the role of the entrepreneur, whether retailer, professional man, manufacturer, or developer, is basic to the success of any urban renewal program. Without these doers to bring the best of architectural and planning thought to fruition, much money and effort would be unproductively expended. An understanding of the role to be played by each entrepreneur (and particularly the developer group from whose ranks the builders of a project will be selected) is essential to the success of any urban renewal development. The establishment of an investment climate which will attract and hold developer interest will require increasing knowledge in this area on the part of planners and architects and municipal employees alike. Calling on these developers to participate in the development of urban renewal thinking can provide exceptional rewards as can the establishment of a liaison committee whose members can assist greatly in keeping an urban renewal program moving smoothly. Failure to consider these critical elements will only serve to prolong the time and cost of urban renewal scheme preparation and implementation.

Larry Hamilton

The Public Art of City Building

Few will quarrel with urban beauty as an ideal, but fewer still will value it highly or grant it a place in government programs for the American city. Even some with an enlightened social interest, who long ago accepted public intervention in a great variety of urban problems, suspect that the architect-planner seeks to strait-jacket free choice and variety in private tastes. We North Americans are still a little closer to the old than to the New Frontier. A hint of what we believe to be legitimate in the realm of art and culture is given in the familiar national ideal: "It's a free country!" Our heroes in art, like our other idols, are those who pursue the individual private liberties of virtuosity, initiative, or courage.

With the American community in this frame of mind, it is not surprising that the pursuit of the city beautiful as a matter of public government endeavor is still suspect activity. The courts have sanctioned beauty of urban design as a public purpose, notably in the case of *Berman v. Parker*.¹ But as yet there is almost no political sanction for public programs in urban design. A few urban renewal and planning administrators have taken determined design initiatives without benefit of public mandate. One can list William Slayton of the United States Urban Renewal Administration, Edmund Bacon of the Philadelphia City Planning Commission, Edward J. Logue of the Boston Development Program, and Justin Herman of the San Francisco Redevelopment Agency as exponents of this kind of political courage. Moreover, one can be warmed by the example of John and Jacqueline Kennedy's support of the arts as a public purpose.

Since we as a people have not pressed for a share in the art of city building, it remains at a very vulgar and primitive level. We do not yet possess a potent and universal theory of what makes the city beautiful and well ordered. Despite the tools at our disposal, we also lack a philosophy for approaching community design and do not have a systematic strategy for bringing about an aesthetic order even if we could agree on what kind.

The Utility of Beauty

With what aesthetic notions should government venture into the art of city building?

August Heckscher, commenting on the impermanent aspect of much that our civilization builds, has suggested that the greatest attention should be lavished upon those public works which are most permanent and most loved. He emphasizes the need for public sponsorship of the widest common good in the larger urban community, hinting that works merely serving large aggregates of special interests – for example, highways serving owners of automobiles – might receive lower priority.² In a related vein, Lewis Mumford has implied that civic design as an art emerges when a civilization enjoys some surplus and can aspire toward institutions and forms that are more than merely utilitarian.³

It is difficult to quarrel with Athenian views of the city as an instrument chiefly dedicated to that which is divine in human nature. Mumford's vision of the city as an instrument of human development is our best hope for leaving behind the drab life and designs of the industrial city and for establishing in its place the creative city called to view by John Galbraith's *Affluent Society*. This prospect of a city more devoted to an economy of ideas and men than to material production is already affecting the urban regions that are ready to grow in this direction; "The City of Ideas" has been taken as its slogan by the Boston Development Program.

But a great modern city *is* utilitarian, and much of its indispensable physical equipment does not evoke conscious community love. A serious failing of professional designers of cities and their clients is that they prefer to deal only with the more obvious, simple, and continuing sources of personal comfort and delight. Thus, parks and plazas, recreation and relaxation centers, places of commerce, government centers, and centers for performing arts – these fall into the professional architect's favorite realm. Urban oil tank farms, automated industrial districts, freight

terminals, utilities and streets, or great highways, bridges, and tunnels – things not primarily dedicated to delight – are most often the work of engineers.

Even if some city essentials are not consciously loved, nonetheless they must become legitimate objects of public design concern if anything is to be done about abhorrent urban appearances. That is not to say that everything about a great city must be "beautiful," "human-scaled," or "comfortable." The modern "cult of the comfortable" does not take into account the relativity of beauty or scale. This cult has not recognized the highest mission of the functional artist: to employ art not merely to satisfy purpose but to dramatize purpose in some outward expression. If a great highway intersection is to facilitate a transaction of many vehicles, the design should go out of its way to be intolerable to pedestrian occupancy and vividly express this fact of inner purpose.

If beauty is relative, so is necessity. One man's need is another's surplus; the requirements of the American masses certainly exceed the subsistence levels of primitive societies. Yet existing examples of town-building in primitive societies show that they determined and clothed their needs and their surpluses in a rich and constantly evolving communal art. Admittedly, primitive town-building arts belong to societies in which individual liberty is more suppressed than we tolerate in America, and our people are far from the salutary aesthetic discipline of limited means. However, there is still a public responsibility for determining the basic common necessities and ensuring that such common surplus as may exist is not misused for passing baubles but is devoted to new objectives and forms, exalting the human condition and defining tomorrow's "necessities."

When there is an artificial distinction between architecture as an art and architecture as a utilitarian function, this limitation of design possibilities deprives us of a larger accomplishment and deep human satisfactions.

Our streets and highways, for example, are

almost exclusively designed for their "carrier" role, or the mechanically efficient movement of vehicles and goods, to the exclusion of at least three other roles which they often serve in reality, albeit badly. The urban street, depending upon location and scale, might also do a better job of meeting these additional purposes: as a "shelter," providing different kinds of public living rooms; as a "city-builder," creating land values, uses, and architectural scale (or destroying these if improperly regarded); as a "communicator," providing visual impressions and meaningful signals. Each of these four purposes — carrier, shelter, city-builder, and communicator — makes its own demands upon the design. It can be demonstrated that conscious thought given to all these purposes will augment efficiency of traffic, not to mention the efficiency of men.

This example of the bonuses of multi-purpose design merely illustrates the many opportunities for the public to satisfy a broader common good, with love, in those systems and elements which have in the past been treated in specialized ways for specialized interests. Great art rarely lacks comprehensiveness and emphasis. As made visible in their stones and steel, will the values in our cities merely emphasize mechanical needs?

One can rather hope that the public authority will choose, if only as a practical matter of

greater total efficiency, to apply art and love not only to the most divine places of civilized culture but to all our needs and surpluses. With this broadening of the Athenian ideal, we may then be on the road toward a building culture appropriate to the heterogeneous demands of our time.

Growth and Fall of an Urban Design Triad

Our city building culture and community design processes are less civilized than those which produced the wonderful preindustrial cities of Europe or Asia many of us admire so much today. Cities like Rome, Florence, Paris, or Peking resulted from the mutually supporting creative endeavors of a triad of design participants. The head of state ordained places and buildings of communal importance and laid in the utilitarian systems of movement, water, sewage, shipping, or recreation — the "bone and sinew" — on which the life and works of individuals depended. Professional designers and builders provided style and technique through pace-setting works of architecture as a formal art. The vernacular design of the unified masses filled in the urban fabric on a scale and in a harmonious variety which no king or architect could manage by himself.

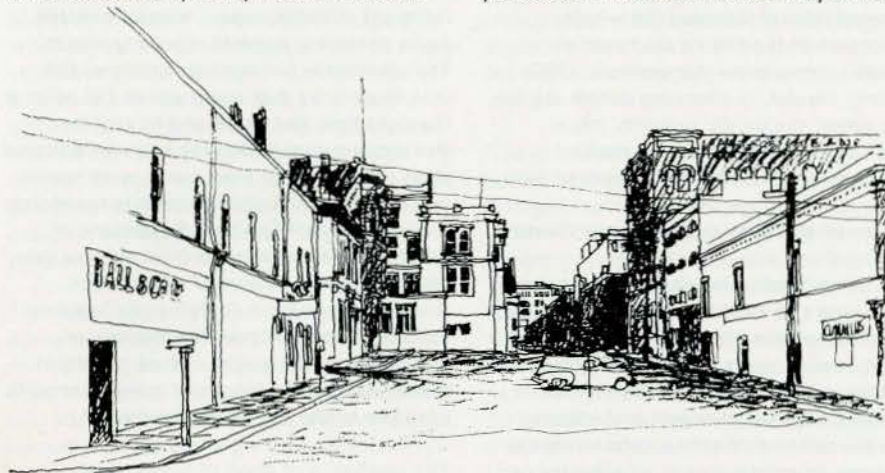
We have no such creative partnership of processes in modern American city building.

Gone is the creative power of the vernacular under an affluent barrage of sophisticated materials and techniques; gone is the ability of the masses to exercise judgments of equal sophistication.

Gone is the responsible stylist, in a reaction and withdrawal from mass banality and public squalor. In their crusade, today's architects and critics carry a variety of patent medicines and nice motives. Urban cosmetologists rail against suburban "chromium and borax" or eclectically rediscover medieval "cityscapes" and "human scale" downtown. Unapplied theoretical diagrams of the city are abundant, but consistent development of urban architectural idioms is lacking. Each new opportunity in design is seized as license for experiment and self-satisfaction rather than as an opportunity to make a disciplined contribution to a communal culture. Partly because of this attitude, trained designers have had a diminishing role in decisions affecting city design — mass housing, shopping centers, industrial building, or urban renewal.

There is, to be sure, a very recent consciousness of the city among architects. This has led to a few notable civic design accomplishments, such as Boston's City Hall, now under construction, or Denver's Mile-High Center, completed a few years ago. The contemporary stylist is becoming more skilled and sensitive in the design of discrete city complexes, but there is so far no encompassing art or process of the whole.

The head of state, too, is no longer taking the direct creative action that he once did in the placement, timing, and design of public works as a generative framework for city form. Our city-building king still tries to do some of the things people cannot do for themselves, but he is a Hydra-headed designing monster of overlapping and unco-ordinated governments, regulations, and public works. He gives lip service to the democratic ideal and leaves art to the private sphere, but his activities affect the form of cities out of all proportion to his good intentions. The unseen city-making hands of the United States Federal Housing



Administration property manuals, the United States Bureau of Roads funds and standards for highways, and local zoning and other powerful controls over private building – all provide graphic testimony to the absurdity and lack of creativity in this pretense of democratic spirit. Even where capital improvement programs might serve a direct value in controlling form, speculative subdivisions are built long before local government exercises its role as a builder and maintainer of utilities and roads.

We need a new basis for the disciplines and participation of vernacular, stylist, and king in a common building culture. Of the three, the role of modern government is most crucial.

A Point of Departure in the City Dynamic

The city-making king of the sixties must control an entirely different and more dynamic city organism than those on which Sixtus V of Rome or Napoleon III of Paris left their autocratic marks. It is no longer a matter of creating abstract public benefits with the quiet assurance that, in due course, private creativity and conformity will follow. Indeed, one can doubt whether the modern metropolis is subject to abstract plans or principles of any kind, let alone those of Sixtus V or Napoleon III.

Today's city tends to make and remake itself. The same vibrant forces that alter distribution and connections of people and enterprises in the human city also create a dynamic equality in the physical city. Perhaps we should not go so far as to claim immutability for these forces, for government and the designer can partially influence them and certainly cannot ignore them.

Today's city-building is not a still-life art. It is more like composing a painting on a flowing river that will not be still. In this sense, the symmetry and formality of Brasilia's design belongs to a rather autocratic and static age, not to ours.

The dynamic fact of city form-making is neither civil nor good, depending on how

well we can design with rather than against the moving stream.

The dynamics of the city and their physical consequences can be described in terms of three kinds of images: 1 the city as a volume of motion, the "City on Wheels"; 2 the city as a volume of time, the "City of Change and Permanence"; and 3 the city as a volume of building participants and processes, the "City of a Thousand Designers."

The City on Wheels is not merely a way of life. It is also a factor in an evolving physical scheme of urban spaces, a force in urban growth and deterioration, and a fundamental conditioner of the aesthetic experience. Designing for the four faces of the modern city street – carrier, shelter, city-builder, and communicator – is like designing motion itself. It is an entirely new problem and potential delight, and it offers a new tool for land development.

The influence of advanced communication and transportation technology upon building and land use also creates entirely new dimensions for creative urban design. Because people and enterprises combine and recombine in relation to available and needed communications, a communication change can bring about entirely new inventions of space and cause substantial city-wide redistribution of activity. We can no longer rely on planning the whole macrocosm of the city on the basis of discrete microcosms – for example, office building, theater, or shopping center. By the same token, the public authority might come closer to affecting the whole by encouraging the evolution of selected parts.

Design of the City as a Process State

The City on Wheels is only part of a larger story of the city as a dynamic process state. This process state gives our cities an air of impermanence and a certain aesthetic grain and texture. It requires new criteria and principles of physical design and imposes upon the public authority a need to choose and order its artistic role in an effective and not overly patronizing way.

The City of Change and Permanence is most often seen by the planner as a horrible matter of excessive and unbalanced growth and blight. Yet both phenomena are inherent in a living, cyclical organism such as we must assume the city to be. Prevalent practices of urban renewal tend to treat the symptoms but not the causes of blight, as if the physical replacement of the cut-out disease will last forever. Even new things must age, obsolesce from conditions of use, suffer from physical wear and tear, and finally give way to new growth.

Blight is not the absolute surface symptom planners and framers of urban-renewal legislation seem to think it is. As Robert B. Mitchell has suggested, there is a potentially ordered relativity between conditions and locations of physical *containers* and requirements and distribution of their human *contents*.⁴ Much that we do is discarded or built impermanently because we do not solve the logistics of human contents in relation to their containers. Thus, a blighted community designed for large families but now overcrowded with transient groups might be less hurtfully renewed by adapting existing houses and facilities to suit the needs of either the former or present occupants.

In attempting to balance facilities with activities, and distribution of growth with locations of deterioration, we can perhaps never achieve a painless renewal process. The problem is not quite as simple as the One Hoss Shay that was made to fall apart at the right time and place and all together. But surely we could do with less concentrated slum clearance and have much more spread and continuity of public benefits to regenerate private change.⁵ The new dimensions of urban growth and deterioration surpass the limited building powers of government. Government must multiply its city building influence with strategic distributions of public acts calculated to induce a suitable match between facilities and human contents, between blight and private energy.

The aesthetics of small changes flung

broadly could be no worse than present project appearances.

The City of Change and Permanence – even more the City of a Thousand Designers – requires the use of structural patterns which are capable of accommodating or resisting stresses of the process state. It is possible through design to give land and facilities more physical permanence while at the same time accommodating unforeseen changes of use. Likewise, we can make things physically malleable under the will of multiple designers and deciders. These design possibilities exist at every level, from buildings to whole cities.⁶

Designers, builders, and governments, for various motives aesthetic and otherwise, seem to resist the idea of letting people in on city building. The tendency toward total prefabrication and physical control is often upset by the creative will of the Thousand Designers. Witness the new homeowners who overlay their own embellishments on the predecorated subdivision house. Where this will is lost, slum symptoms will not be far away.

Designing for maximum creative participation of the more sophisticated public and private decision-makers is just as important as harnessing the "do-it-yourself" potentials of the citizenry. Large plans have remained on dusty shelves and decision-makers have been left to follow expedients. Perhaps this was because the static projection of the future could not survive changes of mind and policy, or because there was no workable and sensitive program for their implementation. As this author has suggested, more use of trial runs for development ideas could provide a less abstract and more creative basis for deciding on far-reaching public programs.⁷

The issue raised by August Hechscher is not whether we can but how much do we want to be designed permanently. Greater physical permanence combined with user adaptability would waste fewer physical resources and provide greater visual history.

However, waste of physical facilities is, in a sense, a vehicle toward certain kinds of improved living standards.

Since governments are long-term financial institutions, though short-lived politically, one can hope the public sphere will be the first to build permanently at higher first costs. But government's living standards can also outgrow fixed facilities. Since we have but few acropolises in a living city, the search for permanence and symbolic meaning might be better directed toward a permanence of land, places, and relationships between general attributes of buildings, rather than toward buildings themselves. This would require a consciousness of relative adaptability or permanence in each step of an ordered building process.⁸

Structure and Programs of Public Design

The activities of the city planner, the public and private developer, and the architect are on the verge of merging in an entirely new kind of urbanistic industry. Their increasing operational integration and professional interdependence are already having an impact on their individual approaches. Different kinds of planners emerge, and some are acquiring an unaccustomed interest in art and concrete action. Architects are working for public and private interests of larger scale or longer time ranges. Most importantly, urban-renewal specialists and agencies have begun to appear as the focus for a complete integration of local planning and development.

The only example in a major American city where all these evolving elements have been brought together in one agency is Mayor John F. Collins' Boston Development Program. Under this umbrella, the Boston Redevelopment Authority contains the functions of the former Planning Board as well as urban renewal. Development Administrator Edward J. Logue also serves as the Mayor's Development Coordinator for related municipal development activities. If still incomplete and imperfect, this approach toward total integration of planning and

building offers a prototype for the new industry or urbanism.

The significance of this alignment in professions, programs, and the processes is that it will offer, for the first time, *versatility* of city design and *strategy* for city building.

City design is no longer a matter of the generalized scale of whole districts versus the particular scale of buildings, but both. A versatile design system with built-in feedbacks can now embrace all subjects of aesthetic attention, all participants in city building, and all periods of time for achievement.

Similarly, the new public integration will provide a more effective democratic basis for local government influence and strategy. With its direct building powers relatively diminished in today's society, local government – and its federal and state helpers – must choose its design tools for maximum effect and minimum fiat.

A strategic public design program could take a leaf from India, where the Sanskrit word for "space," literally translated, means "opportunity for things to happen." Thus, to make public designs is to *leave* and *make* creative opportunities for the private sphere. Such a strategy should contain some of the following forms of direct public design initiatives: 1 *platform works*, demonstrating improved and practicable design standards – for public or private facilities; 2 *multiplier programs*, facilitating widespread use of new standards and techniques on a scale consonant with industrialization potentials and overwhelming needs; and 3 *generative works*, using "capital design" as an artful system of shaping and deploying public works in time and space for maximum encouragement and creative control of private development.⁹

Direct public design actions of these types cannot entirely pre-empt the need for public design review and controls, but at least these "policeman" functions could be turned in a more creative and discretionary direction. More flexible zoning and building

codes, administered by full-time public servants qualified to render design judgments, would help. Perhaps zoning should be less a mediation between conflicting private developments and more a bulwark against private encroachment on the common good in public streets and open spaces. We could also improve on the design follow-through lying dormant in our rarely convened or re-appointed city art commissions.

A more effective and helpful public policing of private design is beginning to emerge through urban-renewal experience. Although it has proved difficult to administer, design competitions for awarding land to private developers have improved quality. More important are the new day-to-day working relationships between redevelopment design staffs and consultants, on one hand, and, on the other hand, developers and their architects. Needless to say, this trend cannot become dominant unless the privateness of architecture diminishes and talented designers are made welcome in City Hall. American cities are still far behind European counterparts in this respect.

The new possibilities for a versatile and strategic public design program will open the way for the local authority to recognize the place for art in all aspects of its normal planning and building. If art is isolated from this role, it has little political value and even less weight in public affairs. The full spectrum of an agency's design activities could include:

1 *Design at the level of long-range master planning of public and private development.* This program should go beyond the typical long-range generalized plans of land use and transportation. A concrete architectural image of the city in immediate view, plus alternate long-range diagrams, should be included. The work should express the synthesis of typical physical units emerging from prototype research and development programs. The staging and distribution of public design commitments, should be included in a plan of the "capital web."

2 *Capital design at the level of operating departments of local government.* Capital design should be amalgamated with existing capital improvements budgeting, thus defining public building standards and providing land and building integration of municipal services. Unco-ordinated execution activities of city departments should be brought together in one administrative center. Co-ordination should emphasize removal of architect selection from political patronage, space programming, economy of construction, and application of design talent within the exclusive domain of engineering.

3 *Design at the level of large-scale development projects.* This program should include over-all design framework preparation affecting urban renewal, subdivision, or any large-scale development within which public services and facilities will be built. The specific demands of this scale of public design will provide feedback to master planning and capital design. The use of the extralegal illustrative site plan in urban renewal shows it can provide a take-it-or-leave-it creative stimulus for private architects and also guide the defining of legal controls in the official development plan.

4 *Design research and development.* Although most local governments cannot afford pure research and experimentation, there are many opportunities to carry out normal building programs on a prototype basis. Regular renewal subsidies, plus special federal and foundation research and demonstration funds, can often make possible certain studies or construction which financially strapped municipalities or private interests could not otherwise afford. This program should include various types of public assistance to enable mass application of tested prototypes throughout the city and the building industry.

5 *Design services for citizen participation in development.* Where the burden of neighborhood renewal is to be shared by homeowners and local groups, help may be necessary in the form of public education, technical services, or materials and equipment.

Architectural advisory services can be incorporated in these programs, as in the redevelopment programs in New Haven or Boston. Private design organizations and services, similar to legal-aid societies, might also be mustered to guide the citizen's efforts of self-help.

6 *Design review as an adjunct to action and code-enforcement programs.* In the more advanced agencies, urban-renewal design review is beginning to include assistance to private developers and designers, in co-ordinating and expediting design, helping them to understand government procedure, and speeding them through separate barriers of red tape. Similar services should be incorporated into subdivision, zoning, and other activities regarding large-scale development.

This six-pronged local public design program resembles, at least in categories, the design targets of the Boston Development Program. It is a little broader in scope than the spectrum of local public design aims advocated in policy statements of the federal Urban Renewal Administration.¹⁰ Undoubtedly, the six targets are still more demanding than any great American city can as yet carry out with practical creativity. However, the embryonic industry of urbanism could enable realization of such local design programs within this decade.

The New Grandeur of City-Building Kings

Of all potential public excursions into the art of building cities, the most promising is a pace-setting capital design of government's own stones and steel. Here lies the clearest obligation and the most visible opportunity. It is through capital design that beauty and symbol can be most easily woven into the common necessities of all the people.

The public capital web offers an opportunity to express unique character and identity of the locality. Most American cities will indeed require essentially the same architectural elements: highways, maintenance plants, municipal buildings, libraries, health

and welfare facilities, schools, and open spaces. But climate, materials, topography, and other indigenous problems, attitudes, and opportunities should furnish a point of departure for aesthetic expression of local public values. The flat, endless plains of Chicago and the expansive attitudes of its people inspired a giant, formal scale in the early twentieth-century public works of Daniel Burnham's plan.

Boston's capital web must be more complex and informal to reflect its hills, water, and unique historic neighborhoods. But even Boston has great cleavages in the development pattern left by topography, harbor filling, and now-obsolete facilities. Here the city can stimulate rejuvenation of adjacent neighborhoods by building the lifesaving things of heroic scale — a football stadium, highways, or services for new economic development. In San Juan, capital design can mean great drainage canals with jungle-sized parks, adjacent boulevards, and major concentrations of density-inducing community facilities. These would reflect the present development problems of undifferentiated sprawl, leapfrogging of unbuildable low lands, and leveling of hills for fill.

The public works of our times will not have the predictable simplicity of over-all pattern or building style that characterized the work of Baroque kings. But they can have equal greatness of scale. Nor should our works give exclusive attention to the pleasures of the eye or to the cultural needs of the few. But the American city has a new opportunity for public grandeur and munificence of design.

Will we continue to accept mediocrity in art from an otherwise superior form of government?

David A. Crane

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¹ *Berman v. Parker*, 348 U.S. 26, 75 Sup. Ct. 98, 99 L. Ed. 27 (1954).

² August Hechscher, "Public Works and the Public Happiness," *Saturday Review*, August 4, 1962, pp. 8–10, 46.

³ Lewis Mumford, as quoted in *Civic Design Symposium I*, University of Pennsylvania Graduate School of Fine Arts, January 1963, pp. 10–13.

⁴ Robert B. Mitchell, "The New Frontier in Metropolitan Planning," *Journal of the American Institute of Planners*, Vol. 27, No. 3 (August 1961), pp. 169–175.

⁵ It is to be noted that "reconditioning" treatments in urban renewal, or the process of localities installing public improvements and taking minimal action against deteriorated structures, was recently discouraged by the federal government. Presumably this was done because a public expenditure of funds without immediate returns is intolerable to contemplate. Are our governments short-term enterprises?

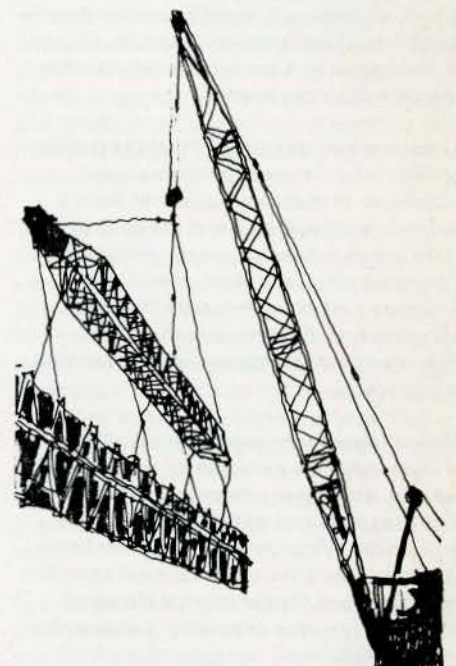
⁶ For discussion of designs amenable to a process state, see David A. Crane, "Chandigarh Reconsidered," *Journal of the American Institute of Architects*, Vol. 33, No. 5 (May 1960), pp. 32–40.

⁷ *Ibid.*

⁸ For discussion of aesthetic principles and sequential development processes involved in this idea, see David A. Crane, "The City Symbolic," *Journal of the American Institute of Planners*, Vol. 26, No. 4 (November 1960), pp. 280–292.

⁹ For further background on the "capital design" concept, see Crane, "Chandigarh Reconsidered" and "The City Symbolic."

¹⁰ William L. Slayton, Commissioner, Urban Renewal Administration, "Design Goals for Urban Renewal," *Architectural Record*, November 1963, pp. 149–152. Also see Slayton, "Design Considerations in Urban Renewal" (mimeographed lecture), Annual Conference on Urban Renewal, National Association of Housing and Redevelopment Officials, University of Oregon, Eugene, Oregon, July 9, 1962.



Urban Renewal and Social Programs

This article is a revision of an unpublished background statement prepared in the course of developing policies and objectives for future urban renewal programs as part of the Urban Renewal Study for Metropolitan Toronto.

The current emphasis upon seeking ways to eliminate poverty and some of the related social problems has created new programs both within and without government. It has also generated new pressures and demands on existing programs.

Governmental activities such as town planning and urban renewal will increasingly be evaluated in terms of their contributions towards solutions of some of the basic human problems. This paper is an attempt to present a statement of the relationship between the urban renewal function and the various social programs which have been established to work specifically with the individual and social issues found within the community. The discussion which follows seeks to examine the common ground between the two efforts and to establish some reasonable limits to what can be accomplished through urban renewal programs.

However, it is recognized that as we work towards the mutual goal of creating a better urban environment, new programs and techniques as well as problems will continue to evolve. These will re-define and re-direct our efforts. This statement, therefore, should be considered as a point of departure rather than as a definitive answer.

It has long been recognized that the publicly-initiated urban renewal programs being undertaken in many municipalities have a social dimension. A review of the development of the urban renewal approach reveals that it emerged out of the slum clearance and redevelopment programs, both of which were originally concerned with social objectives through removal of poor housing conditions.

When experience revealed that the elimination of slums and the provision of publicly-assisted housing or other more appropriate land uses were not sufficient to eliminate undesirable living conditions or other forms of obsolescence the urban renewal approach was developed. To the original clearance programs, two new concepts, "conservation" and "rehabilitation" were added, both of

which emphasized the necessity to involve the private citizen — as investor, homeowner or tenant — in a partnership with government to preserve and improve the still desirable and useful sections of the urban area, or to halt the progress of deterioration.

Urban renewal programs, as activities undertaken by one or more levels of government, have more and more come to be regarded as key avenues through which many of the social concerns of the community could be resolved. In view of this tendency to place increased responsibility upon such programs, it is important that the urban renewal approach be clearly defined, and that its objectives and limitations be spelled out.

Definition of Urban Renewal

Urban renewal, in essence, is the process of adjusting the obsolete parts of urban areas to present and anticipated land use demands. A public program of urban renewal is an effort to guide this total process in the public interest as part of an on-going program to improve the entire community, not simply a series of unrelated projects directed at specific problem areas. An urban renewal program may therefore be defined as: "Coordinated action, to maintain and improve urban areas. It involves a positive program of public and private maintenance including redevelopment, rehabilitation, conservation and code enforcement, covering both public and private structures, and the provision of adequate community services and facilities required for the preservation or the establishment or re-establishment of the older sections of urban areas as socially desirable and economically healthy places in which to live and work."

The government function of renewal as defined above has a direct impact on the lives of numbers of people, generally within a specified area and within a limited time period. Thus it provides an excellent focal point for social service and other activities primarily directed towards the solving of

human problems. As a result, it is imperative that the objective and limitations of an urban renewal program be understood, and that the urban renewal program be properly related to the various social programs of the community.

Objective

The primary social objective of an urban renewal program is to provide appropriate living accommodation within an adequate environment for these families and individuals affected or displaced by public action. To achieve this objective, all urban renewal actions which affect people should be firmly based on as thorough an understanding as possible of the social and economic problems and strengths of the various areas under study. The location of areas of poverty, of immigrant groups, of relatively stable or unstable communities and areas with other distinct social characteristics or possibilities may be of significant import in the development and implementation of urban renewal programs.

Limitations

Firstly, an urban renewal organization is not a social welfare or social service agency. There are numerous public and private agencies specifically entrusted with these social responsibilities and who collectively possess the training and experience to handle the welfare and service functions properly. The very existence, however, of these other agencies makes it of prime importance that there be close co-ordination between the renewal program and these entities.

Secondly, urban renewal is not strictly a housing program, although the very nature of any urban renewal activity which displaces persons requires that housing constitute a major program element. The provision of an adequate relocation program and of housing sites in accordance with community needs and an overall housing program are keystones to the success of any renewal undertaking.

Within the above framework it is possible to outline a practical relationship between the renewal program which must realize its social and economic objectives in primarily physical terms, and those organizations and agencies with basic concerns and responsibilities for the general welfare of individuals and families.

There are three major areas wherein the urban renewal program has a direct impact upon the lives of people and for which specific policies and programs must be developed. These are : relocation assistance, adjustment assistance and citizen participation.

Relocation Assistance

The purpose of a relocation program is to rehouse the displaced site occupants in adequate housing, conveniently located and within their financial means. The relocation function is basically a renewal agency responsibility and as such it is discussed elsewhere ; but within the context of this statement it is important to point out those additional aspects of the relocation process which go beyond the provision of alternative housing alone.

As a general rule, families and individuals, and even business concerns, fall in one of three broad categories indicating the amount of relocation assistance required :

(i) Relatively Self-Sufficient, (ii) Requiring Limited Assistance, and (iii) Requiring Extensive Assistance.

i Relatively Self-Sufficient

We must recognize that in urban renewal areas, not all persons displaced or affected, present problems or resist the prospect of change or of moving. Certain persons and families have made personal plans for moving, and welcome the catalyst which causes them to make a long-considered decision. Having resources, they require no particular assistance, other than an explanation of the program and of their rights and responsibilities, followed by adequate notice of impending action.

This group, if they are to be moved, can be served by the normal relocation procedures of the renewal agency which would include offers of assistance in finding alternative accommodations and payment of moving expenses.

ii Requiring Limited Assistance

This second category of families is basically the same as the first, but because of certain factors, low income, unfamiliarity with the city or other problems, will require help in making the adjustment. Such help would involve more intensive assistance in finding suitable accommodations, payment of moving expenses and perhaps other short-term financial assistance to tide them over the initial adjustment period of a move.

iii Requiring Extensive Assistance

Still others will require special assistance. This group, often of marginal income level, low education, and confronted by personal and family problems, is unable to cope with the disruption in their life patterns stemming from renewal actions. The renewal program, it should be noted, does not *per se* create social problems for occupants of affected areas. Such problems already exist ; and it is only that the program might tend to disrupt the often tentative and unsatisfactory adjustments which individuals have made that gives the impression of creating social problems. In fact, the main value of the urban renewal program may lie in its bringing to the attention of the larger community many issues which might otherwise go unnoticed.

For such persons and families, additional provision for assistance must be made. Fulfilling the needs of this group, however, exceeds the purpose, skills and resources of any urban renewal agency. Such an organization is not a social service organization and should not attempt to assume this role ; rather, the renewal agency should work with existing special purpose welfare and social service organizations. Ways of marshalling these other resources to serve this latter group are discussed in the following

sections of this statement.

Adjustment Assistance

It is now known that the provision of housing alone is not enough. The families and individuals who require either limited or extensive assistance as discussed above, possess certain impediments – physical, psychological, economic and social – which prevent their making a satisfactory adjustment to urban living. These persons must be assisted by a full range of services by the various public and private agencies, and probably such aid would be necessary on a relatively long-term basis.

These services should cover the entire range of known programs and needs, with emphasis upon those programs which support and encourage individual initiative and self-sufficiency wherever possible to help such families improve their living patterns and maintain their homes and communities as healthful and decent places in which to live.

Such programs should include, among others, home-makers services to assist families with housekeeping, budgeting and child care ; day-care service for working mothers ; vocational education and training ; and physical and mental health services, including nursing assistance for the ill or incapacitated.

The urban renewal organization should be the catalyst through which the necessary community services are made available to those in need of them. The agency, as part of its relocation service, should undertake to identify and refer problems and needs to the appropriate agencies for the necessary treatment action. This service of providing information, consultation and referral should be considered as part of the total renewal effort and the relocation function should provide for staff qualified to undertake this work.

In order that the social agencies may adjust their programs to focus as required on the relatively concentrated area of impact of

renewal programs, the urban renewal program itself must take responsibility to bring together the appropriate governmental and voluntary agencies to develop jointly a program for people with marked problems uncovered in the renewal process. Such a program, or "social plan" should include the respective responsibilities of the various agencies and techniques for referrals, assistance, and follow-up.

Citizen Participation and Community Organizations

In recent years there has arisen, mainly within the field of social work a concentration in community organization activities based upon the assumption that, through organization, residents within urban areas can be brought together to solve common problems and accomplish common objectives. The problems which arose in many of the urban renewal programs in the United States have given impetus to this movement as has the US provision for "citizen participation" as one of the requirements for federal assistance in renewal.

Community organization directed towards citizen participation in renewal is the work which attempts to develop resident interest in the planning and carrying out of the renewal task. Community organization workers are those especially trained in the techniques of effectively involving people to work together to define and attain a common goal. At the neighbourhood level, settlement houses are particularly concerned with community organization work.

The presence in any proposed urban renewal area of indigenous groups of interested and informed citizens can prove invaluable in assisting in defining renewal goals and in implementing any renewal plan or program. It must be recognized, however, that such groups are mainly organized around local or neighbourhood problems and objectives; and often these may not be consistent with general city-wide needs. For example, the need to clear an area to provide a site for a new city hall, or to fulfill the land requirements for an expanded

school site or for new streets may be counter to local wishes and desires. On the other hand, such desires as expressed through organizations can prove the essential ingredient in programs of neighborhood improvement and property rehabilitation.

It is well known that in areas characterized by low levels of income and education voluntary indigenous groups are seldom found organized around city or community-wide concerns; and as a result, much of the community organization efforts have been directed towards such neighborhoods. Such activities are by definition stimulated by interests outside of the immediate neighborhood and experience has shown that the character of the organizations created reflects to a large extent the purposes of the sponsoring entity. The extent that these purposes reflect the needs of the neighborhood and provide practical leadership in view of the overall resources, problems and issues within the larger community will determine the effectiveness of the activity in improving the life of the residents.

Community organization functions of this nature have generally been undertaken by settlement houses or social centers, although in recent years organizations specializing in this activity have come into being. Experience in certain cities during the past several years has revealed that whereas the organizational activities of social centers have generally been constructive and beneficial, the results of activities of action-oriented organizers primarily interested in the creation of low-income power structures have not generally achieved such positive results. These latter have often resolved into political action programs and the creation of unnecessary conflict situations based upon real or imagined grievances and directed towards often unrealizable objectives.

It must be noted, however, that irrespective of how an expression of citizen desires arises, these wishes must be considered in the development and execution of any urban renewal project. Despite the difficulties which may arise, it must be recognized that

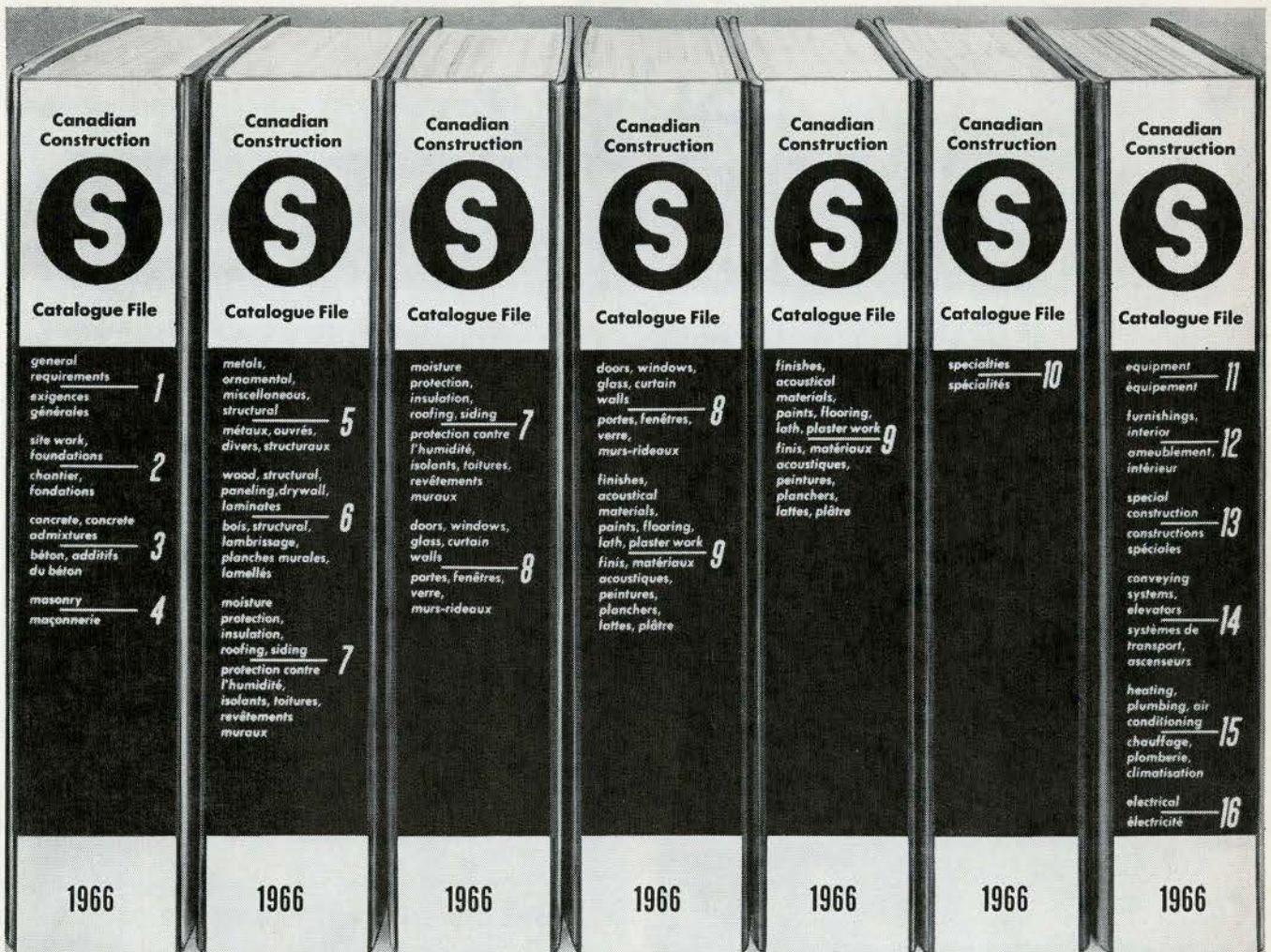
as a general principle there is a need to search continually for ways to increase the involvement of residents of declining areas in the functioning of their communities. We must devise new techniques and approaches directed towards creating a greater understanding between public agencies and individuals as to their mutual areas of responsibility in the task of rebuilding and improving our urban communities.

The resolution of these broader issues of citizen participation, because of their complexity and scope, will require considerable experimentation and time before any effective answers will emerge. In the meantime, however, certain programs in this area can be developed which will assist in achieving the objectives of improving the urban environment.

Among these are the use of citizen education and citizen participation techniques to help in carrying out relocation activities, particularly the adjustment assistance programs discussed above. It should be the responsibility of the renewal agency to develop programs which include the full co-operation with existing organizations and agencies, especially with settlement houses and other social service organizations. Such co-operation should range from co-ordination of services and mutual use of facilities through contracts with such agencies for specified activities directed towards the achievement of urban renewal programs objective.

Samuel J. Cullers

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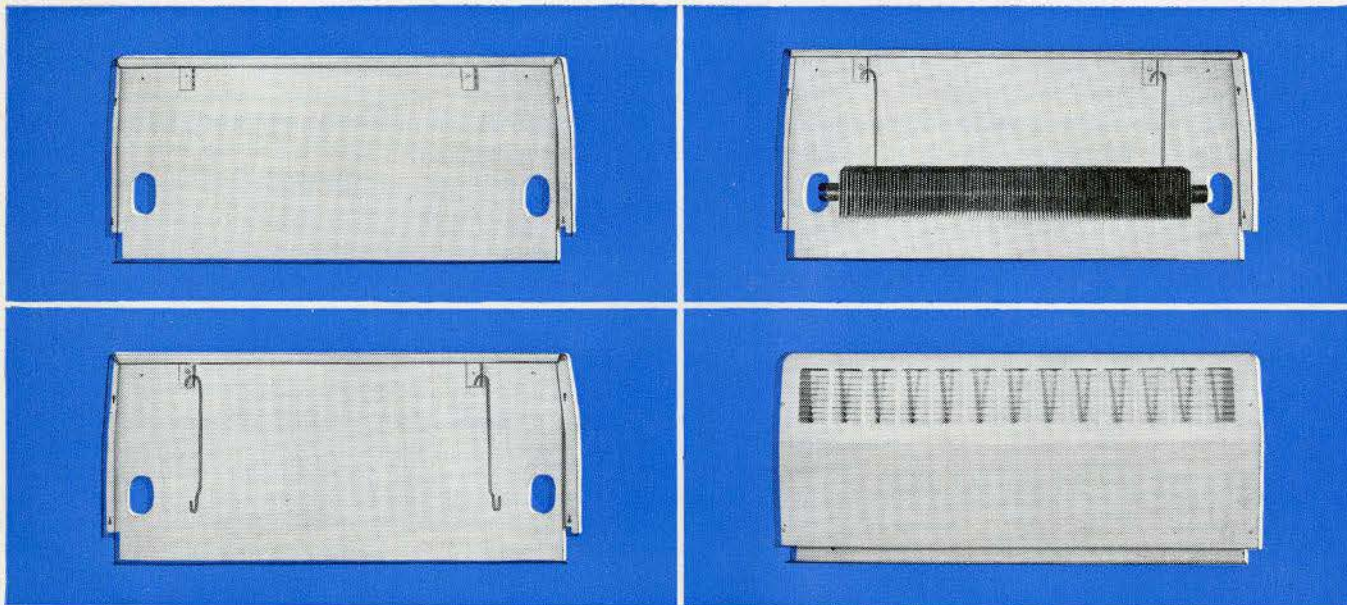
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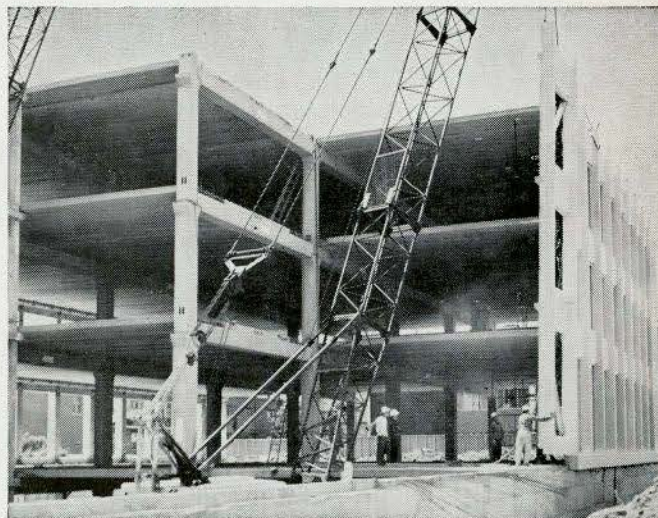
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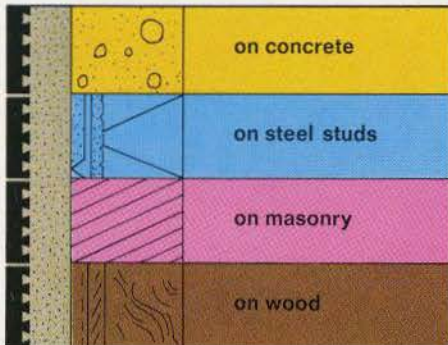
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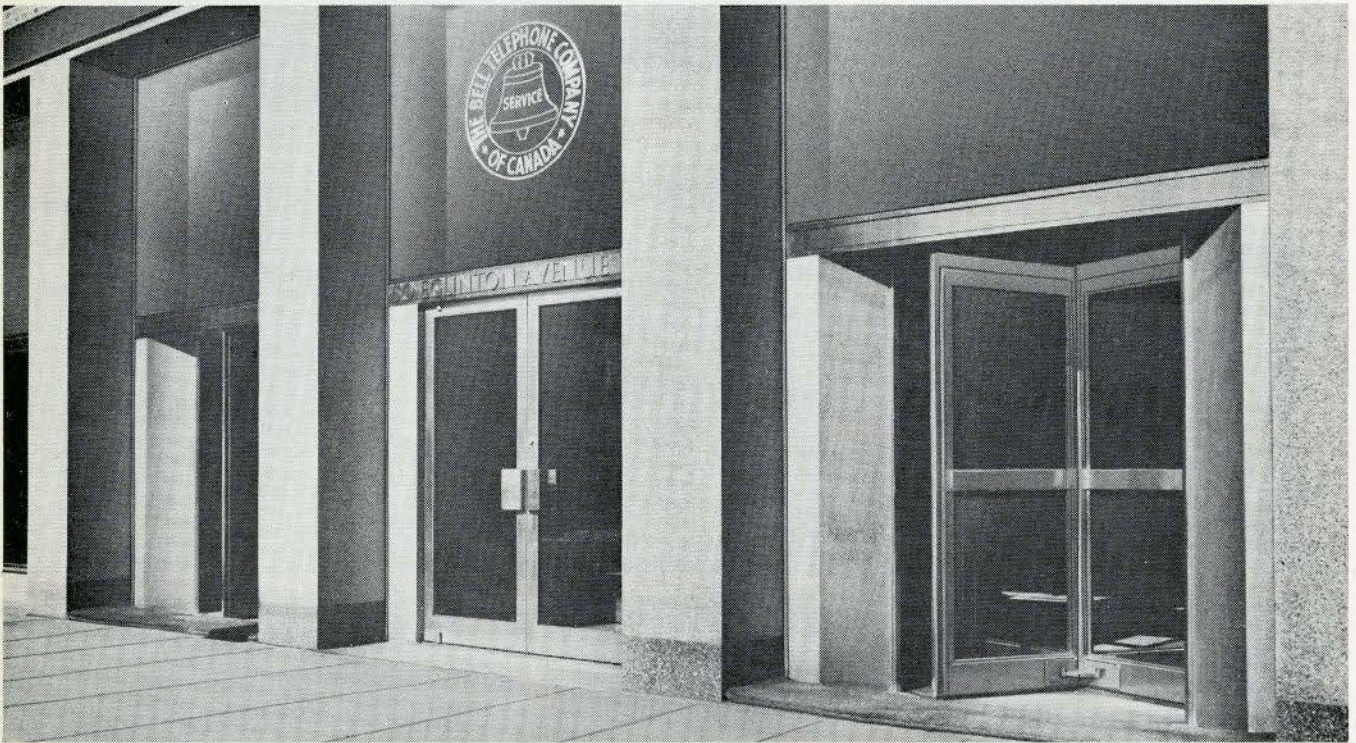
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milestones in metal

Yesterday

A striking example of early ironwork is this door at St. Saviour's, Dartmouth, England. Although the date 1631 appears in the ornamentation, the strange animals and leaves are thought to belong to an earlier period. Presumably ironwork from an older door was re-used in building the present one.



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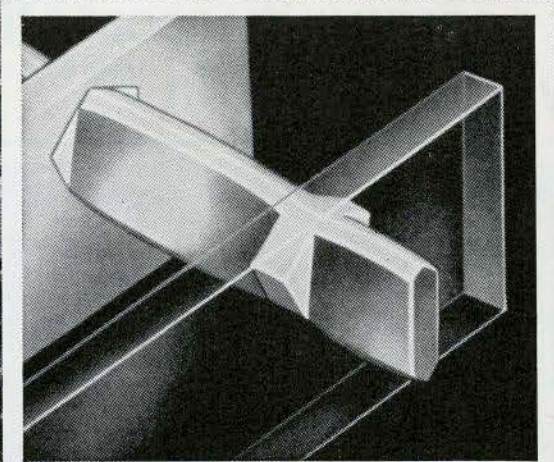
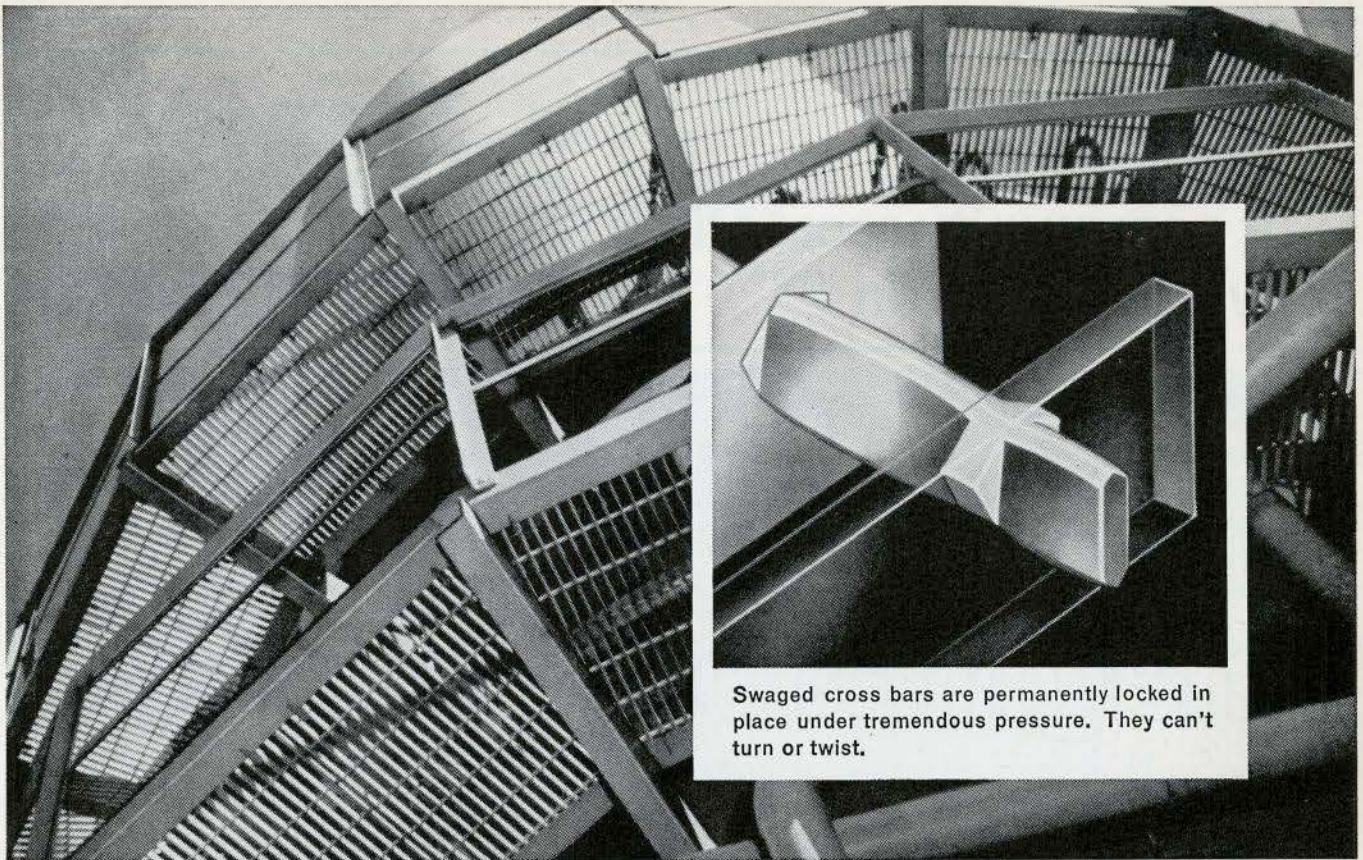
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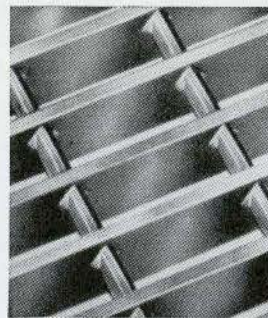
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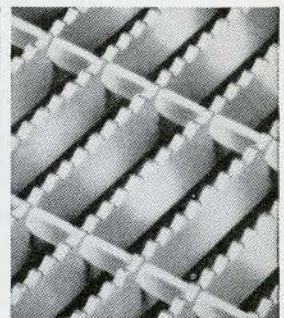
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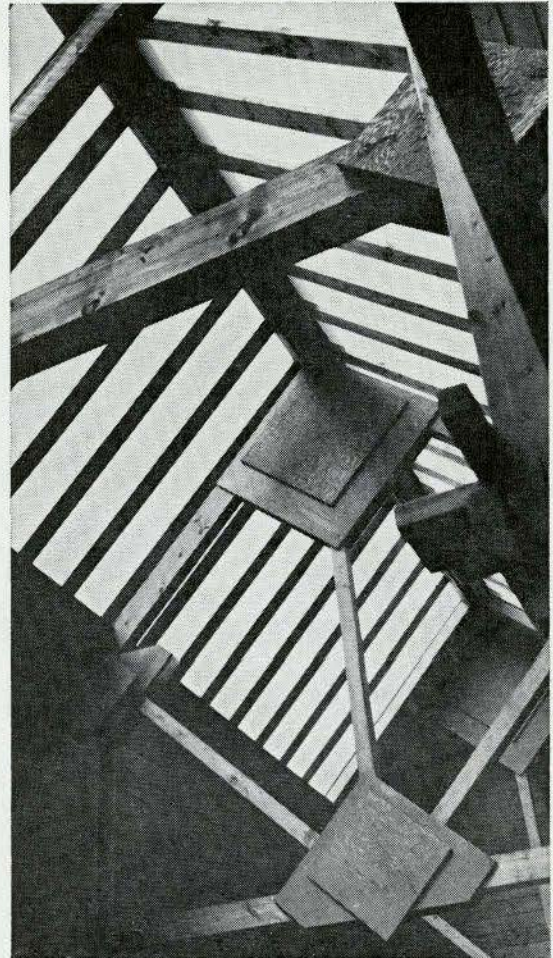
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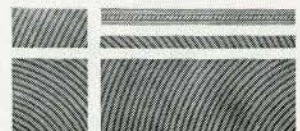


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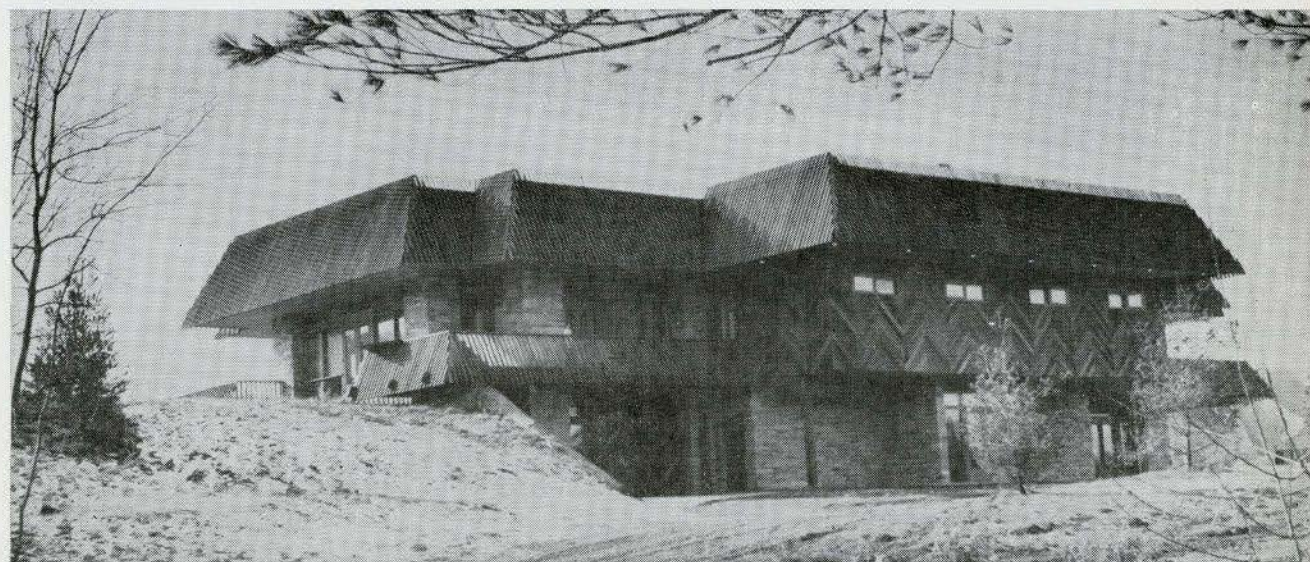
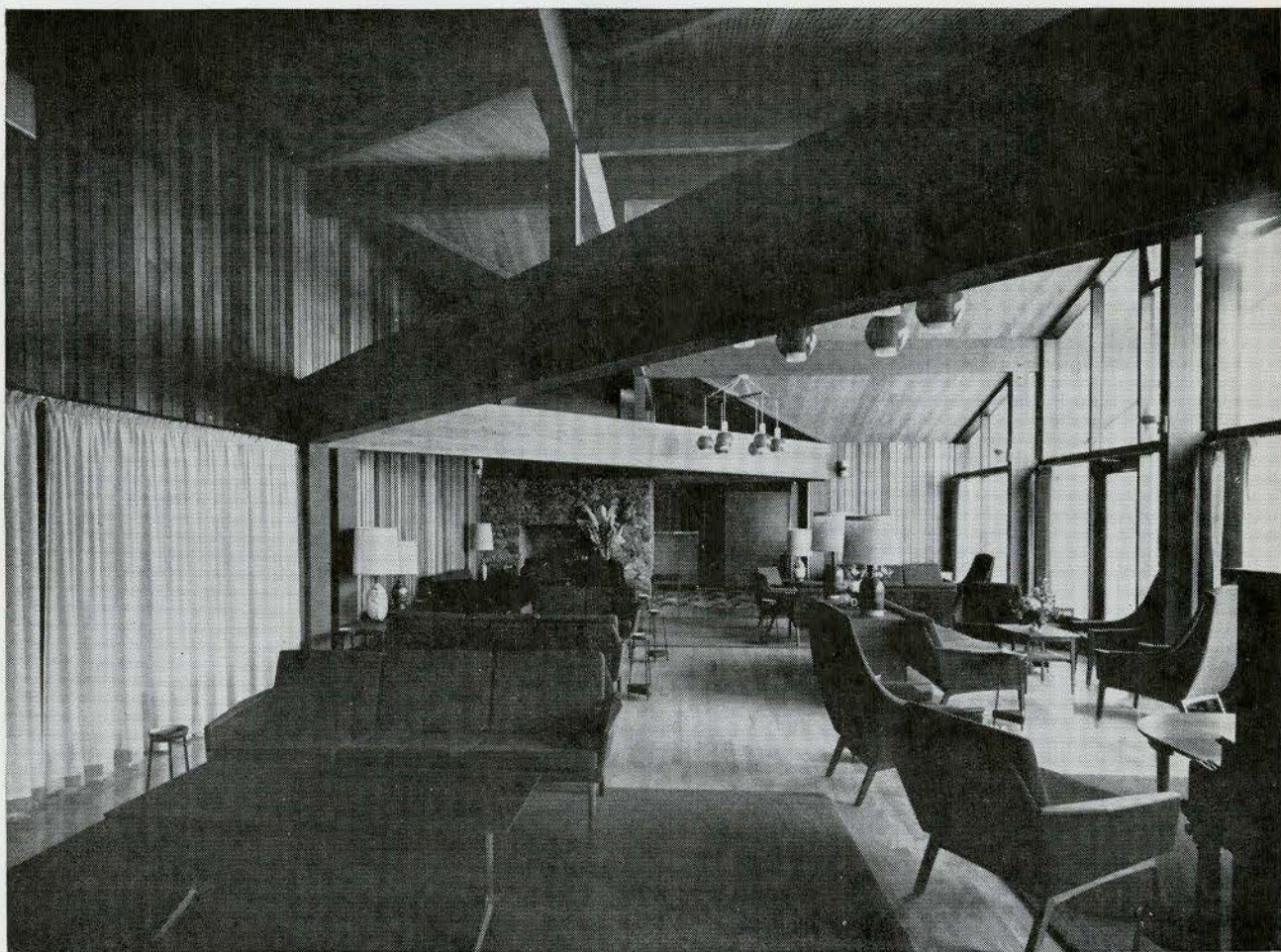
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Main lounge, Uplands Golf Club, Victoria B.C., is grand in scale yet friendly, comfortable in mood thanks to the warm tones of maple, cedar and fir. Architects: Wade, Stockdill, Armour & Associates.

Below, the dramatic Honey Pot Ski Lodge, Maple, Ontario, uses a variety of woods for practical and aesthetic advantages. Note the rugged "herringbone" effect achieved by weathered barn boards. Architects: Ogus and Fisher.



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Vertical Transportation



1

The problems of vertical ascension, both spiritually and bodily, have fascinated man since the dawn of Christianity. With the passage of time, the emphasis seems to have shifted from ethereal to physical displacement.

"When a body is completely immersed in a fluid at rest or in two stationary fluids, one of which lies above the other, the body is buoyed up by a vertical force equal in magnitude to the weight of fluid displaced," stated Archimedes. It was on November 21st, 1783 that Pilatre de Rozier and the Marquis d'Arlandes made a practical application of Archimedes' principle by launching the first manned aerostat at La Muette. Aerostation is a perfect example of Archimedes' thesis: a gas less dense than air is enclosed by one or several containers. The difference between the density of the volume of this gas, plus the weight of the apparatus and the density of the air it displaces, enables the whole to rise into the atmosphere. Thus, man was on his way up, unfettered from the restraining grip of his own gravity.

1

*Caricature of balloon and parachute, 1783.
Orion Book of Balloons, Charles Dollfus.
Caricature d'un ballon et parachute en 1783.*

When the industrial revolution spawned the machine age, a new type of building was made feasible, the skyscraper, or high rise structure. An attendant problem to this type of building, was, of course, the solution to the vertical transportation of people.

Some of the earliest forms of vertical transportation were the ram operated hydraulic elevators. An open cage was attached to the top of a steel shaft which passed into a cylinder driven into the ground. Power was provided to the elevator by means of city water mains connected to the cylinder with valves, which were operated from the elevator cab. When water was admitted to the cylinder, the piston was forced upwards, while exhaustion of the water from the cylinder allowed the cage to descend by gravity.

No detail was spared to comfort the passengers during their travel. The elevator cab was embraced by ornate wrought iron grillage, and often leather seats with quilted backs were provided to help pass the time. There were no gates, presumably that impatient passengers could disembark between stops.

The overall expert attention given to the entire vertical transportation problem today has produced more sophisticated if less romantic systems of movement than the early adventuresome gilded cages.

Today's hydraulic elevator is powered by an electrically driven hydraulic pump which draws hydraulic fluid from a reserve tank and forces it into the cylinder. The usual press buttons operate the elevator. The downward motion is accomplished by opening an electric valve which allows the fluid to pass back into the reserve tank. The hydraulic elevator survives today, by virtue of certain inherent advantages to its system. It is extremely smooth in operation, sometimes to the extent of revealing its motion only by the floor indicators. The hydraulic elevator is very accurate at levelling itself. Since these elevators do not require counterbalancing equipment, it is usually possible to accommodate a given cab size

in less total floor area than an equivalent electric elevator cab. Another major advantage is the fact that hydraulic elevators are the safest of all types of elevators, since there is virtually no chance that a free fall will occur.

The greatest limitations of the hydraulic elevator is the necessity of driving the cylinder into the ground as far below the lowest level of the elevator as the building rises above it. There are also limitations to the maximum permissible speeds, although these are generally sufficient for institutional work. These present limitations generally restrict the application of hydraulic elevators to medium rise buildings, although recent installations have gone as far as an eighty foot rise. In high rise buildings, however, the electric elevator, sometimes abetted by escalators, is still the most efficient method of vertical travel.

An analysis of the number and distribution of a building's occupants and visitors, the timing of their arrival, departure and circulation, must be made for each building.

Escalators and elevator systems are integrated into a total vertical transportation system which best utilizes the characteristics of each form of service to accommodate the total traffic load. Although elevators are essential in high rise buildings, escalators can more efficiently transport heavy traffic in a steady stream for limited vertical distances. A typical escalator can carry from 2,000 to 6,000 persons per hour, depending on the width of the passenger way (32 to 48 inches) and speed (90 to 120 fpm) and loading conditions. Along with capacity for heavy traffic volume, escalators are versatile for sharply varying traffic from floor to floor or moment to moment. Since escalators can be reversed, a pair could provide two-way service when required, or for peak periods operate in one direction. Economies in the cost of equipment and floor space used, favors escalators on the lower floors of a building, but increased travel time indicates elevators for higher rises.

When the total traffic has been divided between elevators and escalators, the quality and quantity of service required from each

system is determined. Capacity requirements are predetermined by the critical periods when traffic is heaviest: the morning rush hour in an office building; the early evening return of people to their apartments. An apartment building elevator system might handle up to 6% of the total population during a peak five minute period, while the dwellers scramble from penthouse to lobby, from laundry to apartment suite, and back again.

During a similar five minute peak period in an office building, the elevators may handle from 11% to 20% of the population. The volume of traffic a bank of elevators can handle during a five minute period is determined by the number of passengers carried by each car each trip, multiplied by the number of round trips in five minutes and by the number of cars in the bank.

Top quality service in an office building should reduce waiting times to intervals of 20 to 25 seconds. Sixty to eighty seconds are accepted in apartment buildings although today's highly competitive market has lowered acceptable waiting times to as little as thirty seconds.

Should a building require great numbers of elevators, it is desirable to separate them into local and express banks. The express banks serve upper floors only, which reduces the round trip time, hereby improving both the quality and quantity of the service.

The performance of an elevator bank is directly dependant on the control system. Here, as in many other fields, rears the well oiled head of modern man's alter ego, the computer. The operation of an entire bank of cars is co-ordinated to match the pattern of traffic, and to change as traffic demands change. Without as much as straining a wing nut, the computer analyzes the prevailing volume and pattern of elevator traffic, controls the elevator group to satisfy the demand effectively, and continuously readjusts the service to the changing conditions, moment to moment.

Data on car and hall calls from every elevator and every floor are collected. Car and hall

touch buttons and other sensors electrically transmit a stream of information to the supervisory computer circuits. Once a car has been dispatched, computer circuits calculate the number of seconds to elapse before the time for dispatching the next car in the same direction. Each time a car is dispatched, the circuits recalculate the interval on the basis of up-to-the-micro-second elevator load and traffic data. Computations are completed instantaneously.

Meanwhile, back in the lobby, there are still inadequacies which plague the elevator user. He may marvel at the speed and efficiency with which the hidden computer whisks him from one level to another, he may faintly smile at some familiarly fragmented strain of music which is being electronically piped into his cage, he may revel in the glories of being sandwiched between the secretaries of the accounting and public relations departments, but still, today's elevator trip is a flop. The responsibility lies solely with the architects who design elevator interiors.

Little creative thought has been given to what the environment of a vehicle which almost instantaneously transfers beings from space to space should be. Normal, desirable human activities such as conversation, smiling and looking seem to cease as soon as one enters an elevator and resumes shortly after leaving. Elevator cars have turned into non spaces suitable only for non humans. Where is the excitement of leaping from space to space? Surely the challenge of designing a small, vital chamber, which acknowledges that it is a moving, rather than sedentary entity, which must link diverse areas of a building, hundreds of feet apart, should lend itself to many fascinating solutions, superior to the common metal or plastic coffins now prevalent.

Should we be incapable of meeting this challenge, we can rest assured that science will save us again. Our best science fiction writers, the new prophets, predict the obsolescence of all transportation systems. The disassembly and reassembly of molecular structures by mental power will allow the

instant relocation of people from one place to another, from one time to another. Then, should the modern man of the twenty-first century want some real camp kicks, he can reassemble himself onto a ram operated hydraulic elevator, somewhere in Chicago, the year 1880.

Harvey Cowan

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Otis Elevator Technical Bulletin No 107, by D. J. Matheson, B.S.

Estimating

Vertical transportation by means of elevators and escalators is only part of the additional cost created by making a building multi-storey instead of single storey. In addition such items as stairs, mail chutes, pneumatic tube systems etc. will have to be provided, together with any additional space required to accommodate them. Construction costs will also increase when the contractor has to have cranes and hoists on the site to transport his labour and materials to the upper levels.

On the other hand there are factors which tend to reduce costs in multi-storey buildings. Consider first the case of the single storey versus the two storey building. If it were possible to ignore the cost of stairs the following figures could be applied to two buildings, both of which have a total gross floor area of 10,000 square feet:

Single storey –		
10,000 SF		
Foundations.	@ .65 =	\$ 6,500.00
10,000 SF		
Slab on grade.	@ .60 =	\$ 6,000.00
10,000 SF		
Roof Construction		
and finish.	@ 2.25 =	\$22,500.00
		Total : \$35,000.00

Two storey – 5,000 SF		
Foundation. @ .75 =	\$ 3,750.00	
5,000 SF		
Slab on grade. @ .60 =	\$ 3,000.00	
5,000 SF		
Suspended floor. @ 2.00 =	\$10,000.00	
5,000 SF		
Roof Construction and finish. @ 2.25 =	\$11,250.00	
		Total \$28,000.00

This simple analysis shows that, unless the cost of the stairs, together with the additional gross floor area required for them, exceeds \$7,000.00 it is more economical to build two storeys than a single storey.

The factor which is obviously contributing mostly to the difference in costs is the roof. As more storeys are added the relative cost of roof construction and finish decrease. Therefore, provided an elevator is not required, a three storey building will show a further saving in costs. However, beyond this point, elevators are almost mandatory and it is then that costs start to rise sharply. If this were to be shown in graph form a sharp rise in cost would be seen at every stage where an additional elevator has to be introduced, then tapering down slightly as more floors are added until the next elevator has to be added.

The reason that pneumatic tube systems and mail and laundry chutes are included with the multi-storey elements, is that these are usually required only because the building is multi-storey and they can help reduce the traffic, and perhaps the cost of other means of vertical transportation.

The measurement of multi-storey elements is simple, the only one requiring any sort of calculation being stairs. Here the length of the tread times the total number of risers, for all the stairs gives the lineal footage of risers, landings being ignored.

Although measurement is simple, costs are by no means simple. There is a wide scope in prices depending on the type of building

and the quality required. The cost of elevators for example is dependent upon the capacity, speed of travel, the number of floors served, the type of control system, the finish of the cab etc. Within limitations the following can be used as a guide for preliminary estimates:

Stairs \$9.00–\$22.00 per LF of riser.

Passenger elevators:

Hydraulic \$30,000–\$40,000 each.

Electric \$35,000–\$120,000 each.

Freight elevators \$10,000–\$25,000 each.

Dumbwaiters: Hand \$1,500–\$2,000 each.
Electric \$2,500–\$10,000 each.

Trayveyors \$2,500 per floor.

Escalators \$30,000–\$60,000 each.

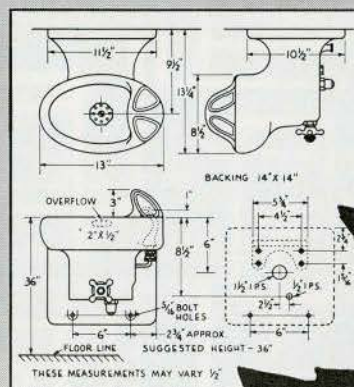
Pneumatic tube systems \$2,500–\$3,500 per station.

Mail chutes \$400–\$500 per floor.

Molecular structure assembly systems .15¢ per molecule. Federal and Provincial taxes included (tentative).

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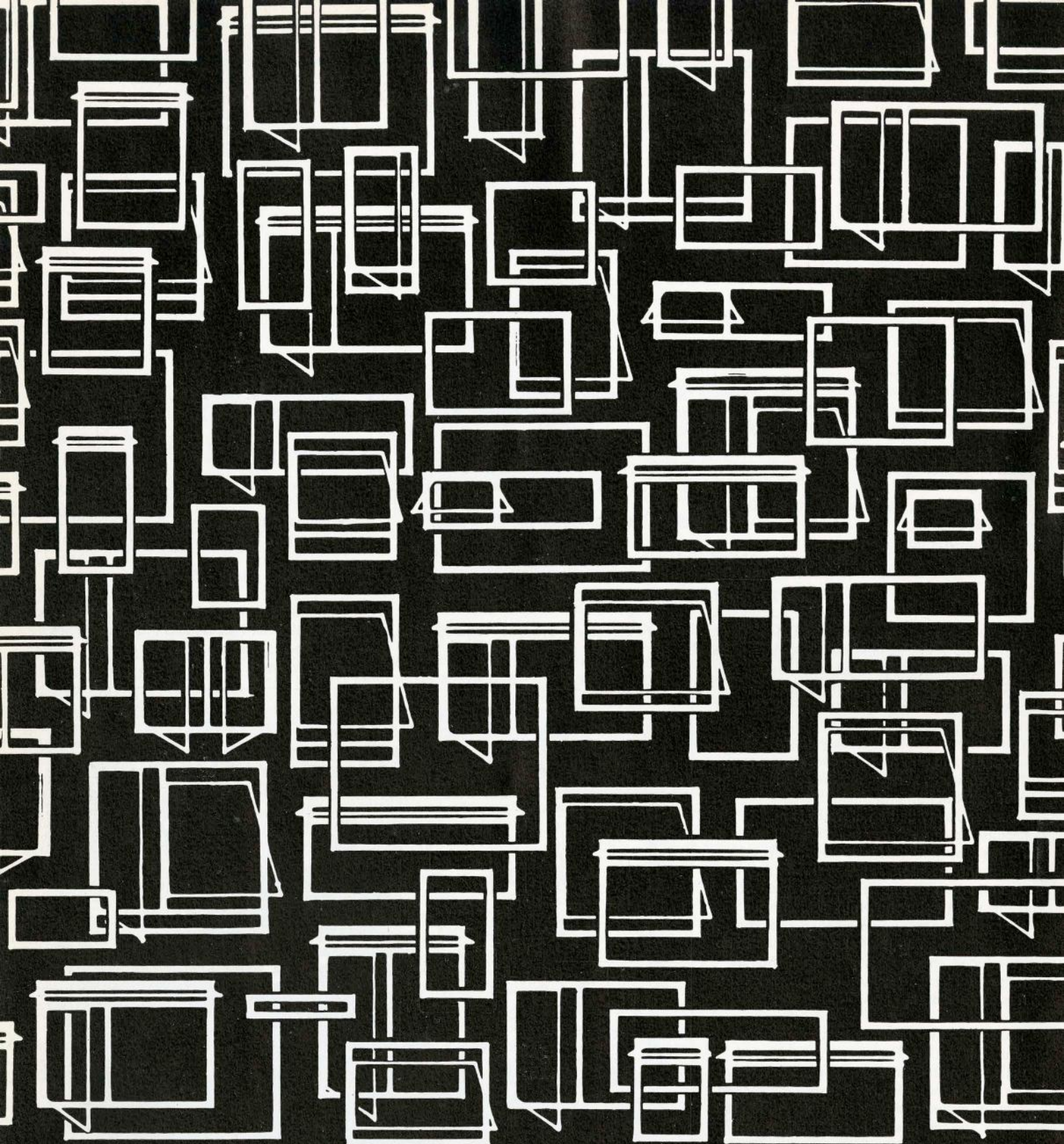
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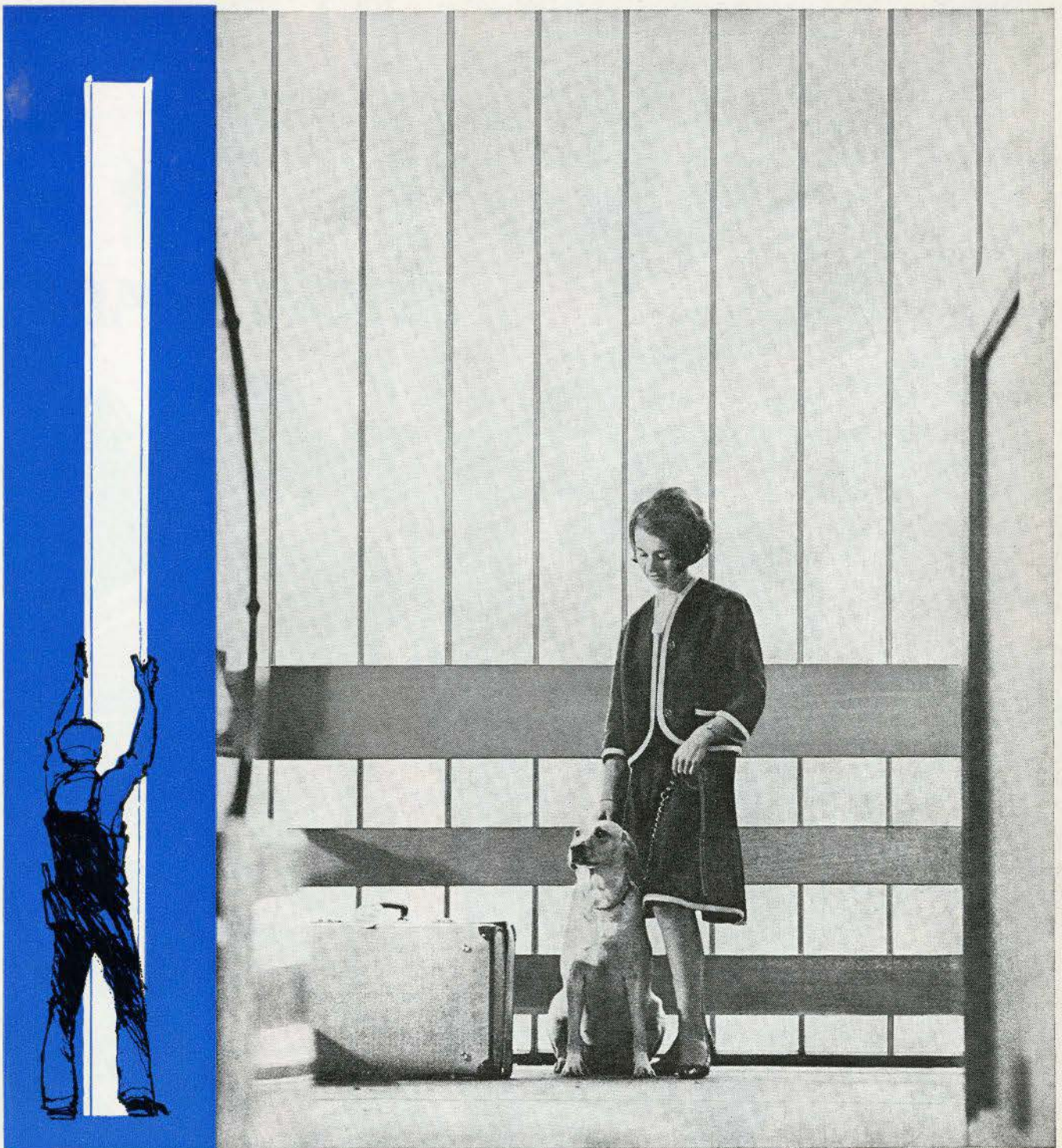
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Advertisements for positions wanted or vacant, appointments, changes of address, registration notices, notices of practices including establishment or changes in partnership, etc., are published as notices free to the membership.

Changes of Address

Horwood, Campbell, Guihan have moved their office to 3 Military Road, St. John's, Nfld.

Francis J. Nobbs, FRAIC, announces a change of address to 4493 Sherbrooke Street West, Montreal. His telephone number is 937-8917.

Practice Notes

Victor Lambert, MIRAC, urbaniste, annonce qu'il a fondé une agence d'urbanisme, de planification et d'aménagement du territoire avec Marcel Junius, arch. dipl. ACUQ sous la raison sociale de Lambert, Junius et Associés, Urbanistes. Le bureau est situé à 1259 rue Berri à Montréal 24, P.Q. (Edifice de la Caisse Populaire St-Jacques).

A. J. Diamond, formerly associated with John Andrews, has established a private practice as a consultant and practitioner in architecture and urban design at 37 Glenrose Avenue, Toronto 7.

Registrations

The following three new members have joined the Nova Scotia Association of Architects: Mr D. R. Alexander, 3085 Dublin St, Halifax, Mr Lincoln H. Cheng, 1112 Tower R., Halifax, and Mr P. V. Esnouf, 5 Fraser St, Dartmouth.

Employment Wanted

Chinese graduate from the Taiwan Provincial Cheng Kung University, Department of Architectural Engineering, 32 years old, five years experience wishes position in Canada with view to immigration. Reply George L. Liaw, 21 Kuey Lin Road, Taipei, Taiwan, Republic of China.

22-year-old Indian architect with diploma in architecture, associate member of the Indian Institute of Architects, presently working in London, England, wants employment in Canada with an architectural firm. Write K. Vicaruddin, 11, Woodfall Road, London, N.4., England.

Filipino architect, graduate from the Manuel L. Quezon University, Manila, 27 years old, six years experience as a specification writer, seeks employment in Canada. Reply Francisco P. Mapalo, Jr., 4887 Old Sta, Mesa Street, Manila, Philippines.

British architect, 27 years old, presently preparing his RIBA finals, wishes to immigrate to Canada and is looking for a job in Toronto. Write Ian M. Norval, 278 Green Lane, Norbury, London, S.W.16., England.

Indian architect, 24 years old, two years office experience, presently working in Norway, is interested in obtaining a position in Canada. Ashish Krishna, c/o Arkitekt Hans E. Bohn, Youngstorg. 5, Oslo, Norway.

26-year-old graduate from the Hong Kong Technical College, Building Department, with six years experience as a draftsman wishes employment in Canada. Write Fung Kwing Wah, 21 Lee Tung Street, Wanchai, Hong Kong.

Registered architect in the Philippines, with experience in architectural and engineering drafting and designing, fluent in English, seeks position in Canada. Gaston F. Grajo, 412 Bulalakaw Street, Plainview Subdivision, Mandaluyong, Rizal, Philippines.

Graduate from the School of Architecture of the Catholic University of Chile, experienced in designing, drafting and building inspections, speaks English fluently and a little French, wants position in Canada. Write J. Enrique Ojeda F., Av. R. Lyon, No. 769, Santiago de Chile.

Filipino architect, 26 years old, graduate from the University of Santo Tomas, two years office experience, speaks and writes English fluently, seeks employment in Canada with view to immigration. Leo Fernandez, 160 Scout Fuentebella, Diliman, Quezon City, Philippines.

A group of architectural students wish to work in Ontario, preferably Toronto Area, for one year as part of their training. All of them have reached the intermediate stage of

their course. Write G. Archer, 15 Ashtrees Gardens, Low Fell, Gateshead 9, Co. Durham, England.

British architectural student, 33 years old, with seven years practical experience wishes to work in Canada during July, August and September this year. Contact G. E. Herbert, 109 Withersfield Road, Haverhill, Suffolk.

Chinese architect, 31 years old, graduate from Taiwan Provincial Cheng Kung University, department of Architectural Engineering, five years experience in architectural design and construction estimating seeks a position in Canada. George L. Liaw, 21 Kuey Lin Road, Taipei, Taiwan, China.

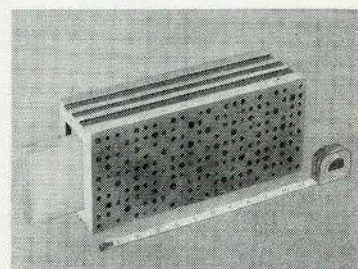
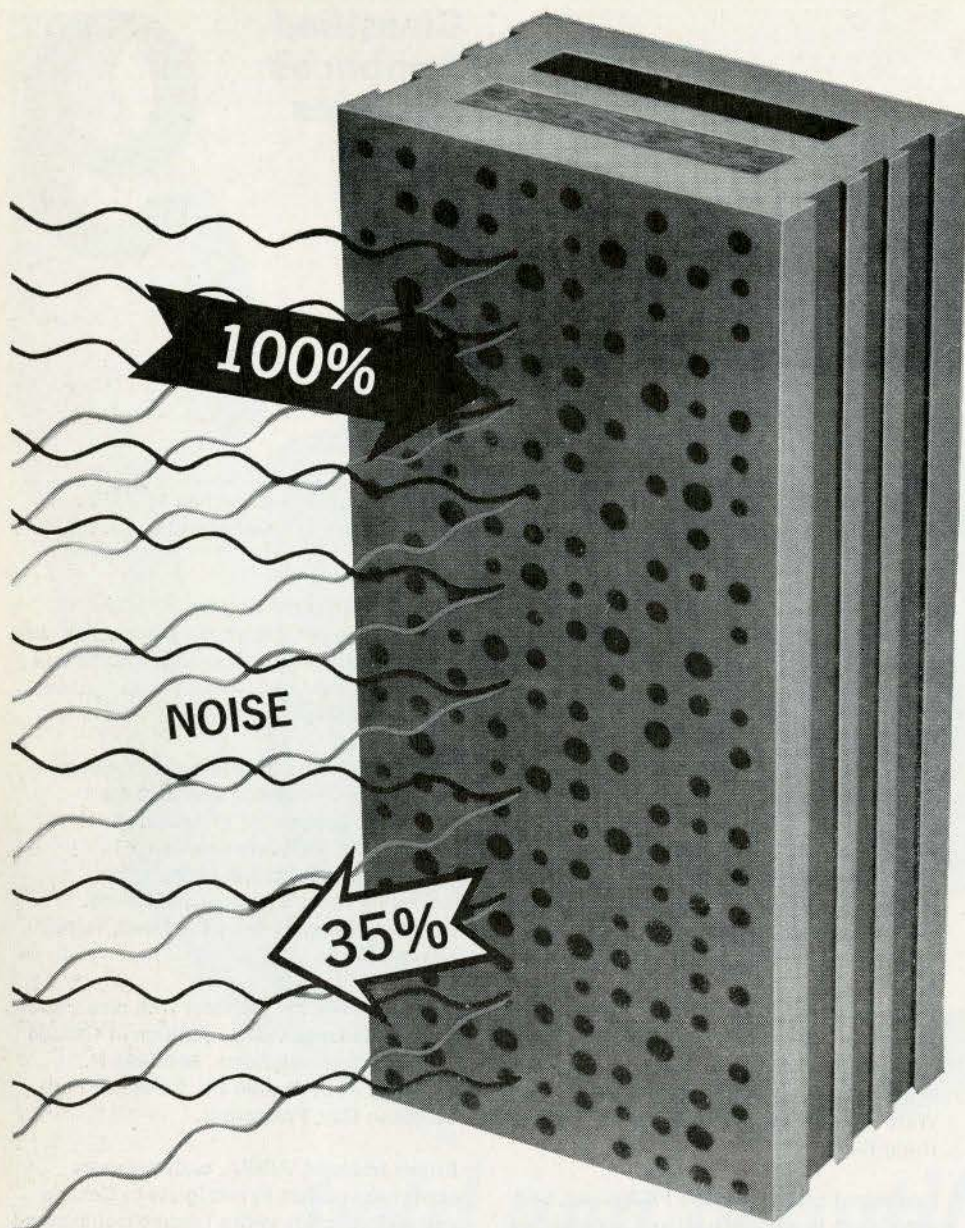
Registered Filipino architect with nine years office experience wishes position in Canada with view to immigration. Mauricio H. Mirano, 134 P. Jacinto St., Bonifacio Park, Caloocan City, Philippines.

British architect, ARIBA, with ten years experience wishes to immigrate to Canada and seeks position with a Toronto architectural firm. Write Roy Wilson, 117 Station Rd., Marple, Stockport, Cheshire, England.

French draftsman, BEI, five years experience in architectural office seeks position in French speaking Canada. Reply Monsieur B. Chabanne, 16 rue Ph. Glangeaud, 63 Puy de Dôme, Clermont-Ferrand, France.

Associate of the Indian Institute of Architects with diploma of the Academy of Architecture, Bombay, recently completed post-graduate studies in Tropical Architecture at the Architectural Association in London, wishes employment in Canada with view to immigration. Write B. N. Gujar, 13B Helenslea Avenue, Golders Green, London, N.W.11, England.

25-year-old architect, speaking English, Spanish and German, graduate from the University of Santiago de Chile, experienced in factory design, wishes employment with a Canadian architectural firm. Reply Zoltan Martonffy, Estado 111, Santiago de Chile.



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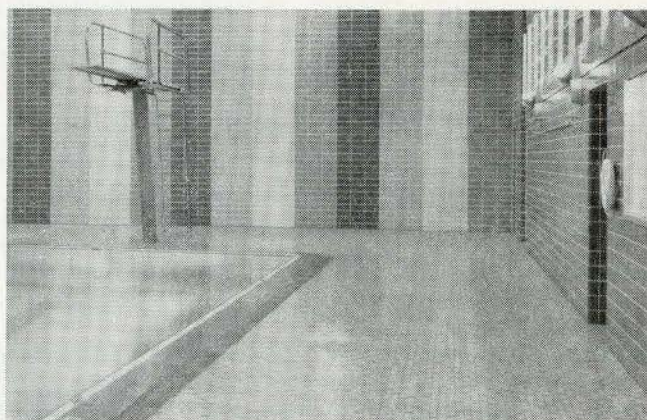
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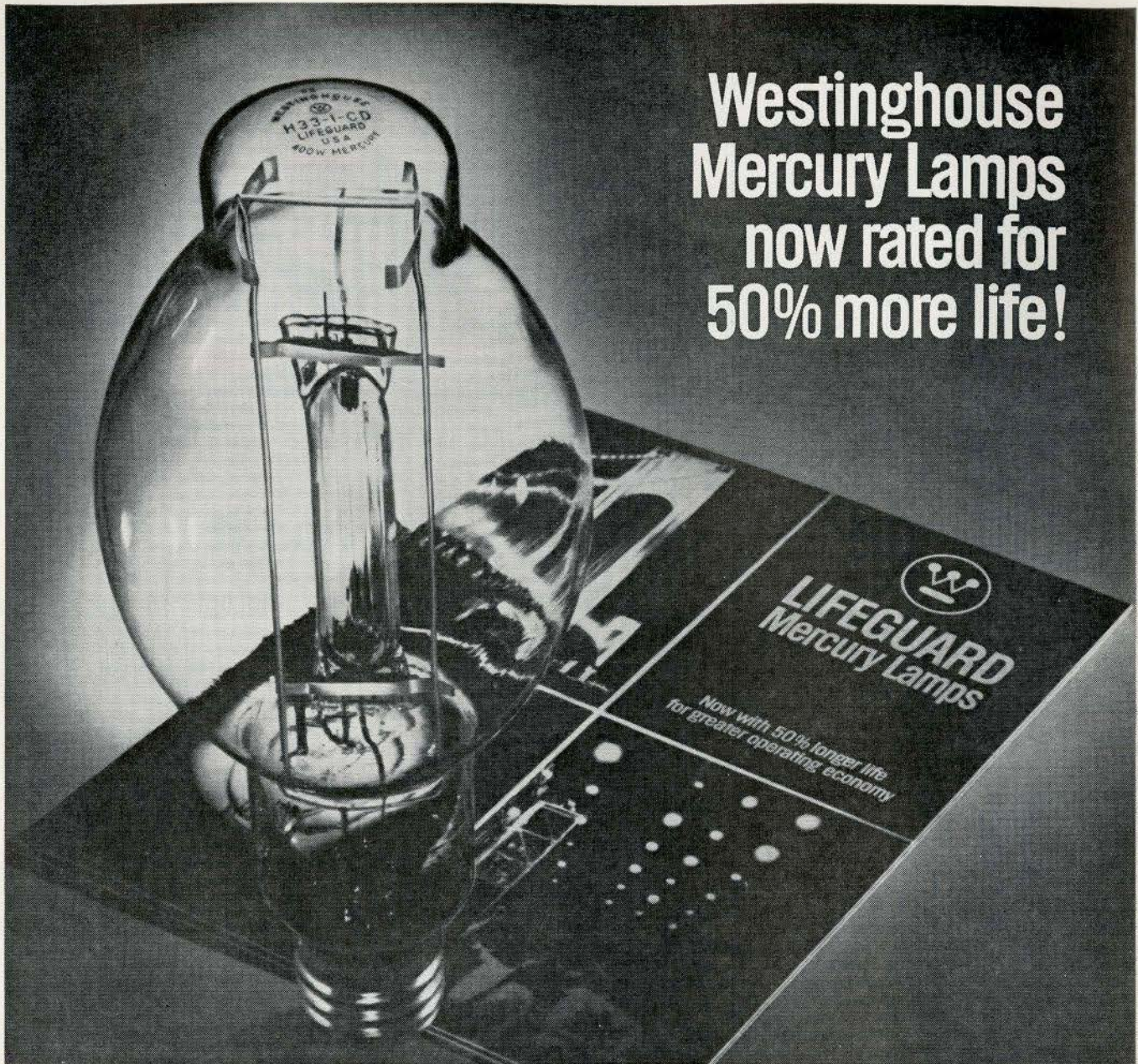
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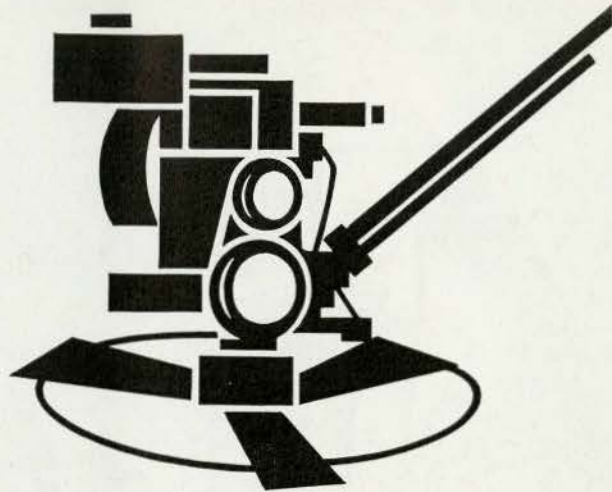


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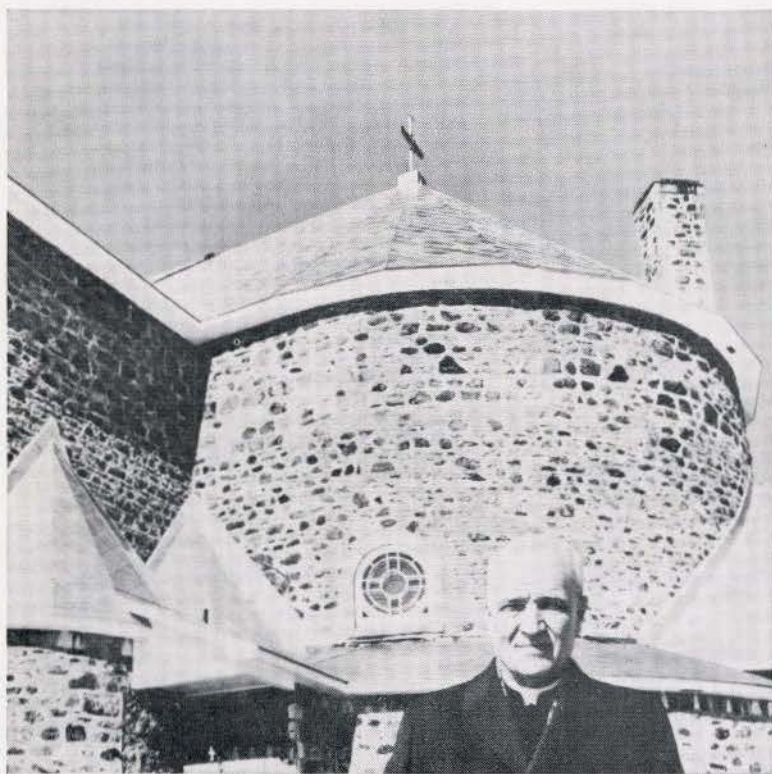
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